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A Block House on the Trocha, Havana



A Bit of Old Havana



Docks and Warehouses, Matanzas.



Cathedral, Matanzas.



Street in Santa Fe, Isle of Pines



TOURIST EDITION

HAVANA POST

HAVANA

CUBA

La Fuerza, Havana.



Looking up O'Reilly St., Havana.



Cuban Cock Fight.



Block House San Juan Hill, Santiago de Cuba



Paseo de Marti, Matanzas



A Cuban Courtship





## WESTERN RAILWAY OF HAVANA, LTD.

The Road That Runs Into Vuelta Abajo  
Where World's Best Tobacco  
Is Grown.

In a single short journey the tourist who travels from Havana into Pinar del Rio Province over the Western Railway of Havana, Ltd., sees Cuba's three principal industries close at hand; for sugar plantations, tobacco estates and pineapple fields are part (but only part) of the very interesting scenery through which he is conveyed.

### Sugar Plantations.

Cristina Station, the railway company's city terminal from which he sets out (at 7 a. m.) is twenty-five miles behind him, when, looking from the car window as he approaches the station of Gabriel, he may see on the right hand the tall factory chimneys of the sugar plantation Fajardo. This is the heart of what was formerly a most prosperous sugar district. Fajardo is sole survivor among a very large number of mills, some of which were abandoned when the Ten Years' War (1868-78), abolition of slavery and general hard times resulting therefrom, made the sugar business as then conducted, unprofitable; others were destroyed, like Elejalde, the ruins of which are close by Guira, the next station, as late as 1896, when Weyler ordered demolished what little the Cuban Insurgents had left of cane fields, banana groves and coffee estates, which had constituted this "The Garden Spot" of all the island. It is interesting to observe how the sugar business of this end of the island is now recovering, even outstripping its previous records. At Alquizar the old mill Fortuna has resumed grinding; at Artemisa El Pilar (not destroyed despite vicissitudes) is very busy every season. Elsewhere new mills are in project and the rehabilitation of old ones is planned.

### Partido Tobacco.

At Guira the traveler along the Western Railway entered the district where partido tobacco is produced at its best. The fact that this crop is exceedingly profitable has actually deterred the development of the sugar business, attracting capital to to-

bacco instead. From Guira onward white cheesecloth covers under which the crop is grown are striking highlights in the picture the passenger views.

### Pineapple Fields.

This, too, is the most prolific pineapple district in the island. From Artemisa, a thriving town, placed among trees of a green made more than usually intense by contrast with the red-tiled roofs of its bright col-

tion of Paso Real, with which town it is connected by excellent macadamized government road, is the village of San Diego de los Baños, a favorite social and health resort. The medicinal qualities of the waters here is remarkable. There are good hotels in San Diego, one especially (Cabarrouy) being old-fashioned and delightful. It is the fashion for motoring parties enjoying the highway between Havana and Pinar del Rio to breakfast there.

It, around San Juan y Martinez and San Luis, the whole country seems one scattered village, so thickly scattered over hills and little valleys between are the red tobacco barns of "the trust," and the shaggy huts which are the homes and barns and assorting houses of individual growers and of smaller companies.

### Pinar del Rio City.

The city of Pinar del Rio (reached at 11 a. m., just in time for lun-

## THREE GREAT CROPS.

Western Cuba Produces Sugar, Tobacco and Pineapples—Sugar Industry Reviving.

del Rio that the traveler sets out who will visit the famous Valley of Viñales, a strange, incomparable region, where the tobacco planter grows his crops on mountain tops to which his oxen are hoisted by ropes, or on sunken plains (the floors of vanished caves) to which nature provides narrow entrances, passes, in fact, guarded by weird monolithic mountains, like giant, silent sentinels.

The terminus of The Western Railway, at present, is Guane, 147 miles from Havana, the oldest town in western Cuba, situated on the River Cuyaguateguete, where the Organo Mountains terminate in two peaks. Westward still beyond Guane the country is first hilly, then rolling, then flat, becoming more and more sandy as the seashore is approached. Here, however, —around Mantua, Remates, Montezuelo, and Las Martinas,—very famous tobacco is grown. Beyond the furthest tobacco field there is wilderness, and the isolated camps of charcoal burners. The island ends in a rounded point where on a lonely coast stands the lighthouse of Cape San Antonio.

Before abolition of slavery and other economic changes for which the industry was unprepared, rendered the growing of coffee in Cuba unprofitable, Pinar del Rio province produced an excellent and plentiful crop not only in the Organo Mountains but on the plains south of these, in a wide neighborhood centering in San Antonio de los Baños especially. Now that still other economic changes have made a revival possible, coffee estates are developing in the mountains again. Estates here cost more to cultivate than those of the center and east of the island, but they yield more per acre, and the crop sells at higher prices.

Rice was formerly grown on land south of the Western Railway line below San Cristobal, and it may prove a profitable crop there in the future.



WESTERN RAILWAY TERMINAL IN HAVANA, CRISTINA STATION.

ored houses, thousands upon thousands of crates of "Spanish reds" leave in their season for the markets of the United States. Over 60 per cent of Cuba's whole pineapple crop last year was produced along the line of the Western Railway.

### San Diego de los Baños.

From Candelaria onward the blue bulk of the Organo Mountains on the northern skyline holds the eye. In these cool green hills, above the sta-

At Taco Taco and at Herradura are groves of American and Canadian citrus fruit growers.

### Vuelta Abajo.

At Consolacion del Sur the traveler enters the sacred precincts of "the genuine Vuelta Abajo," a region lying westward from this town to the sea on every hand, where is produced the very best tobacco the world's market knows. From here to the city of Pinar del Rio, and especially beyond

cheon at either of two excellent hotels, El Ricardo and El Globo) is a typical provincial capital. Wide white country roads enter to form the principal avenues on which gaily colored, low houses face. There is a plaza, where the band plays on certain evenings.

### The Valley of Viñales.

Good roads invite to several interesting drives out from the city; carriages are available. It is from Pinar



Oct. 6, 1911

# THE HAVANA POST

TOURIST EDITION

HAVANA, CUBA

TOURIST EDITION

## FOUNDING OF HAVANA

Located First on South Coast, the Village Moved Bodily Across the Island.

"San Cristobal de la Habana (St. Christopher of Havana) was the last of the seven cities founded in Cuba," according to Dr. Jose Maria de la Torre, "by the island's conquérer, the Adelantado D. Diego Velazquez, and it was located originally near the mouth of the Guines or Mayabeque river (on the south coast across the island from its present site) on St. Christopher's Day, July 25, 1515." The 25th of July is not, however, considered the city's natal day; by special permission of His Holiness, the Pope, November 16 is celebrated instead, in order that the festivities may not conflict with those held on the former date in honor of St. James, who shares the 25th with St. Christopher, and who is the patron saint of Spain and also of the Island of Cuba.

### St. Christopher of Habana.

So the village was named St. Christopher and given the surname Habana, because Habana was, according to the Spanish rendition of the Indian word, the name by which the aborigines designated all this section of the Island.

The city was founded on the south coast rather than the north because at the time all explorations were to the south, along the north shore of the southern mainland, where the Spanish were struggling fiercely for a foothold on the Pearl Coast and the Isthmus at Darien. Of the continent of North America nothing at all was known save that an Englishman and a Frenchman had found it.

### Two Removals.

But the site was not agreeable. The settlers were plagued by mosquitoes, and the new-born babies died from

bites of the pestiferous insects. The village moved, bodily, clear across the Island to a site near the mouth of the river now called the Almendares, which comes into the sea just beyond Vedado. The location, however, was not easy to defend against pirates who roved the seas in search of spoil. In 1519 the town again moved, this time to its final location on the west shore of Carenas Bay, discovered in 1508 by De Campo. There it settled and there it remained, growing steadily year by year.

Christopher Columbus was never in his life in Havana. He visited Cuba twice, however, once in 1492, and again in 1494.

Again in 1494 leaving from La Isabela, in Santo Domingo, Columbus made a voyage along the south coast of Cuba as far as the Isle of the Evangel, as he named that one which is known today as the Isle of Pines. In returning Columbus touched (again according to Navarrette) at Batabano, afterwards the site of the original village of San Cristobal, a settlement

founded in 1518, which later moved bodily across the island, and finally in 1519, took the present location and the full name of this city of San Cristobal de la Habana.

### Sebastian de Campo.

The port of the present Havana was not discovered until 14 years after in 1508 when the Comendador Mayor in Santo Domingo, who was Fray Nicolas de Ovando, "decided to send an expedition to explore all the islands of Cuba, because up to that time it was not known whether it was an island

or a continent; nor was its size known or whether it was dry land—in fact, it was reported that the larger part of it was full of swamps." Who had spread that slander does not appear, but possible it was that party of Juan de la Cosa's men who, struggling back to Santo Domingo from an unfortunate attempt at settlement on the mainland of South America, were, according to Ovando, wrecked on the southern coast of Cuba in 1505 or 1506. There are swales along the south shore.



WARD LINE STEAMER "SARATOGA" LEAVING HAVANA FOR NEW YORK.



## HAVANA'S STREETS

Royal Law Required Them to Be  
Narrow—Convenience Not  
Considered.

Havana's streets, especially those in the older section of the city, lying between Monserrate street and the waterfront, are narrow, and the sidewalks which edge them vary in width from three inches to a breadth sufficient, on some avenues recently repaved, to accommodate two persons walking side by side.

Havana even within the area of the old walled city (Punta to the Arsenal, Monserrate to the bay), is laid out with considerable regularity. The streets were made narrow because it was royal Spanish law that they should be; "in cold places," read the requirements, "let the streets be wide; in hot places, narrow." And narrow they are, the idea being that they should be pretty well shaded by adjacent buildings.

### No Sidewalks Planned.

There was no provision for sidewalks. A narrow curbing was laid along the house wall to protect it from passing vehicles and horses. If the pedestrian could find footing there, well enough, but the curbing was not laid with any view to his accommodation.

When the present city was founded in 1519, the Plaza de Armas was immediately set aside as the public square which is the heart of every Spanish town. There were located the parish church and government headquarters. The first street built up was Oficios (Trades). In 1584 Oficios was the leading retail mart. By 1761 Mercaderes had surpassed it, for in that year Arrate wrote: "The Street of the Merchants is four blocks long and on both sides are the shops of merchandise, where are displayed exquisite cloths of wool and linen and silk, and jewelry of gold and silver. The street is thronged and while what is bought is measured and counted and weighed, what is spent is counted, less, not measured nor weighed, such is the extravagance of the Havanese and such their splendor of attire."

### Origin of Names.

For years many of the streets were

without names, localities being designated by the names of residents there. But as the capital grew the lack of a definite nomenclature became inconvenient and titles were selected and bestowed on all the streets of the town.

Tejadillo (Little Town) street was so named because a house on that street was the first in the city of Havana to show a tiled roof. All the other roofs were of guano.

commander who had lorded it over the town since he and Admiral Peacock captured it the year before retired down Obispo street as the Spanish came marching up O'Reilly.

Obispo (Bishop) street, generally so called despite the fact that it has been officially renamed in honor of the Cuban patriot Pi y Margall, was entitled Bishop street because the bishop of the diocese, D. Pedro Agustín Morel de Santa Cruz, who lived at

Lamparilla (Little Lamp) street was so called because of a light which a devotee of All Souls kept burning on the corner of this street during Lent.

Amargura means "bitterness" and in years when it was still permitted, religious processions proceeding from the Franciscan convent (now the customs house) used to observe the stations of the cross the full length of Amargura to the her-

frot was caught in a storm and found shelter in the house of a widow named Mendez who lived there. Blanco (target) street was so called because an artillery school had a target there.

In addition to the street names many street corners used to have their particular titles. The phrase "the corner of the little lamp" because, in a tobacco shop there shone steadily the only street lamp in the district. The corner of Compostela and Jesus Maria was known as "Snake Corner" because of the picture of a serpent painted on the wall of a house there. Sol and Aguacate was "Sun Corner" for a similar reason. The block of Amargura between Compostela and Villegas was known as the "Square of the Pious Woman" because two very religious ladies lived near and because, too, of the particular station of the cross located on Amargura at that point. The corner of Mercaderes and Amargura is the "Corner of the Green Cross." The cross is there and it is green, though why it should be nobody knows. Succeeding painters, however, respect tradition and on refurbishing the house, in the wall of which the cross is built, they invariably paint it green.

### PINAR CITY.

The City of Pinar del Rio is a typical provincial capital, by no means as interesting as the country beyond it, where, especially around San Juan y Martinez and San Luis tobacco barns and sorting houses and the palm-board, thatched homes of guajeros (countrymen) are so thick over hill and valley the district seems a long-drawn village. At a point a little beyond Galafre the blue waters of the Caribbean washing the south shore of the province are visible from the train windows. The railway tracks then swerve northwestward to Guane, arriving after a turn or so among unexpected hills. Guane is the oldest town in all this end of the island; it has existed since before 1600. Still further west, where the railway has not yet arrived, there are prosperous communities (around Mantua, Ramates, Montezuelo and Las Martinas) where very famous tobacco (genuine Vuelta Abajo) is produced.



VIEW OF THE CITY OF SANTIAGO DE CUBA.

Empedrado (Paved) street was the first street paved—from the Cathedral Plaza to San Juan de Dios Square.

### O'Reilly and Obispo.

O'Reilly street received its name from General Alejandro O'Reilly (a Spaniard despite the cognomen), who entered the city by way of that avenue when Havana was delivered to the Spanish by the English in 1763. The Count of Albermarle, the British

Oficios 94 was accustomed at the time the streets were being named, to take his evening stroll up and down that avenue.

### Obrapia.

Obrapia (Pious Act) street got its name from the house on the corner of Mercaderes, the income of which, according to the will of D. Martin Calvo de Arrieta read in 1679, was devoted to dowering five orphan girls yearly.

mitage then located where Cristo church is now, on Cristo Plaza.

Damas street was called Ladies' street because of the number of pretty women who at one time decorated its balconies.

### Inquisidor.

Inquisidor street was so called because of Commissary of the Inquisition lived in a house facing upon it. Refugio (Refugee) street got its name from the fact that once General Rich-



## SANTIAGO DE CUBA

Most Cuban of Cuban Cities Despite  
Extraneous—French, British  
and American Influences.

Santiago de Cuba (by Cubans called Cuba and by Americans called Santiago), is the city of most interest among all in Cuba to most tourists visiting this country, because, principally, its immediate environs were the scenes of fighting done during the Spanish-American war. Aside from this, its very recent history, the city is possessed of all the romance imagination attaches to its shares in events even more picturesque though possibly not always as important which transpired at earlier dates; its highways and byways, its parti-colored buildings; its gardens in nooks and crannies, the very people upon its streets as well as their language and their customs, reflect accurately the effects of events and conditions which have shaped the city's development.

## Essentially Spanish.

In large externals, Santiago is a Spanish colonial town. From close along the water front where settlement first grew with the traffic brought in ships from Spain, it has extended uphill along steep and narrow streets overhung with balconies and barred windows. High over all loom the twin towers of its gloomy cathedral, still the most imposing structure even in the modern town. How mightily it must have overshadowed the commencement of the city, with which it has grown and suffered—in fire, earthquake and pillage.

## Founded in 1514.

Spaniards arriving in Cuba from Santo Domingo, under Valazquez, in 1511, had already established their first capital, Baracoa, and it had been decided to found Bayamo, Trinidad and Camaguey, when, in the spring of 1514, Valazquez began the settlement of Santiago de Cuba upon its present site. It was within easy reach of Santo Domingo, where Columbus, the admiral, resided; in him vested the government of the New World then. Moreover, the Spaniards had discovered signs of copper and of gold in the hills around about the harbor. The bay, being excellent, was

in itself an invitation to them to remain, for it offered safe harbor to their ships.

## The French.

In 1803 or about that time, 27,000 French citizens, fleeing from Haiti, where the negroes had gained control, came into eastern Cuba and settled especially around Santa Catalina. Santiago prospered greatly, owing to their ability, energy and money; but in 1808, Spain being at war with

Americans are prone to call French, in ignorance of any other term to express even inadequately a certain general effect which is, the writer believes, physical—caused to the eye by especially daring combinations of color. Others have called Santiago "a dream city," laboring evidently to word clearly the same feeling of something unreal, exotic, or incongruous in its make-up. Visitors whose experience acknowledges "sky-scraper

and the sky-line they present would as a study in lines and angles, confound Euclid himself.

It is true, too, that the negroes who frequent the markets speak a patois—half Spanish, half French. Many of the leading families bear French names. Out in the suburbs, at Cristo, Dos Bocas, Boniato, there are gaudily painted country homes, in glades and on hilltops, reached by flights of steps up or down, half hidden among

busy town. In trade and commerce as well as in population it is the second city of the republic. Its business streets are frequented; its stores are well stocked, but especially its wholesale establishments and the warehouses and offices of its merchant traders are active. There is nothing of sloth here, but instead an alertness of wit and execution most untropical. Old settlers whipped off the English under Vernon, and got rich in smuggling with Jamaica. They worsted French corsairs at their own lawless game on the high seas, winning titles and praise from the Spanish king; but they trafficked in slaves and rum with the isles France owns down around Martinique, despite indignation. In short the very canniest of English and French traders—those same old pirates to whom slaughter and pillage were only part of the game—taught the residents of Santiago that game so well that they have not forgotten it in long years since elapsed. From their lively and energetic ancestry the Orientals (as natives of Santiago province are called) inherited vigor and an aptitude for business; along with it, and even more important, they got a certain openness of mind—itsself an effect of association with foreigners, and also a cause that permitted these foreigners to leave a lasting impression upon the town and its people. The same people who built Frenchified villas at Cristo, whose servants learned to mingle French and Spanish in their daily talk, assumed also a freer attitude of mind that began to show early in their customs. It was, for instance, a Santiago newspaper which first desired "foreign exchanges" and wished to print foreign news.

Santiago never lost hold on hope or on real prosperity (because, partly of wider experience than other sections of Cuba had had), not even in the course of those long, hard wars against Spain that were especially felt here because this province insisted upon taking large and patriotic part in them. Every revolution against Spain began in Santiago and those who maintain that these were caused by economic estrangement between Cuba and the Peninsula, although occasioned by political friction may find evidence to support their theory in that fact.



VIEW OF MATANZAS FROM MONTSERATE CHURCH.

Bonaparte, all who insisted upon retaining French allegiance were compelled to leave the island; most went into Louisiana. Some returned in 1814. Others at once gave up their French citizenship and allied themselves definitely with the country of their adoption.

Now there is in Santiago today, over and through its Spanish essentials, a something which is not entirely Spanish—it is this atmosphere

ers" and "brown-stone fronts" as normal are, certainly, inclined to pinch themselves to see if they are awake when they gaze up a narrow street in Santiago along which, hobnobbing riotously together, their eyes behold seagreen and mauve houses, and royal purple and indigo houses, all trimmed in pink and lavender and yellow, with red-tiled roofs and glassless windows in bright blue frames. The buildings are usually of one story only

fruit trees and flowering shrubs. The French influence is unmistakable.

Nevertheless it seems to the writer that the real effect of French immigration and English and French association is less important in the details mentioned than it is in the character of the people who reside in the bright houses, the toy villas, or traffic in near-French in the market place. Santiago de Cuba, despite its artistic appearance, is a very practical and



## SAN DIEGO DE LOS BANOS

Cuba's Most Famous and Fashionable  
Health Resort—Situated in the  
Cool Green Organos.

The village of San Diego de los Baños lies northward of Paso Real, the station where passengers enroute to its renowned sulphur springs leave the Western Railway train for carriages awaiting to convey them over the 14 miles of good government road that leads away, like a boulevard, through a tropical park, to the health resort nestled among foothills of the Organo Range.

San Diego is comparatively modern, it was built in 1843 by D. Luis Pedrosó second president of The Western Railway Company who succeeded his brother, the company's very first president. The streets of San Diego are laid at strict right angles; they are rocky where stones meant to pave them have been trodden out of place or lifted by vegetation growing between flags and among cobbles: Some of the houses are raised, in the endeavor to maintain a level against the sudden dropping away of the street, on foundations the height of which makes necessary a flight of steps from the sidewalk, when there is one, to the front door or portico.

The village, "situated in the bottom of a valley (altitude, by the way is 225 meters above sea level) . . . seems to be quite surrounded with compact and beautiful palm groves, which lend it an enchanting aspect, and form an outlook sufficient in itself to enliven the spirit of the most melancholy."—Dr. Jose Miguel Cabarro.

The San Diego river bounds the town upon two sides. This stream takes its rise in the mountains above, and flows southward, passing through the Portals. All the left bank of the river is "sown," as Dr. Cabarro puts it, "with springs of sulphurous water, renowned are within the village of San Diego. "A slave named Domingo developed a repugnant skin disease, and his master, with the laudable intention of avoiding its transmission to his other slaves, freed the man giving him liberty to go away where he would. Wandering among the hills Domingo

chanced upon a cavern (the cave of Taita Domingo is still shown to visitors) near the left bank of the San Diego river close by the present town, wherein he made his lair, living as best he could on roots and fruits. He bathed in the stream. One day as he was wading up the river he noticed with surprise that the water had become warm. He glanced at the bottom on which he stood, and saw that for some three yards all about him it

known as Templado and Tigre; where their overflows met was designated as Paila Bath

The fame of the waters went abroad early. The sick sought them, and were cured, the really beneficent qualities they possess being aided in their work by the resinous, clean, cool atmosphere of the place, and by the calming restfulness of all the surroundings. In 1868, San Diego was made an acclimation and hospital

coast and thence to Havana, by boat. The revolutionists entered the town freely. They would have burned it, save that a ransom was promised. While negotiations were in progress concerning the sum of money to be raised, the Spanish came back and occupied the barracks.

In 1895, too, it was that a freshet (not unusual to the San Diego river) came ripping down the cañon and in one mad whirl carried away bath



SANTIAGO DE CUBA LOOKING TOWARDS EL COBRE.

was white as though the rocks there had been whitewashed. He discovered, too, that in that spot the water welled forth, rising slightly above the level of the rest."

In short, Domingo had stumbled upon the sulphur springs of San Diego. He bathed in them, and was cured of his malady, whereupon he returned to his master and spread the good tidings.

The two main springs were early

camp for Spanish troops. Municipalities all over the Island shipped their indigent sick to the springs. Fashion at the same time favored San Diego. Handsome bath houses, with ornate columns, garden seats, and long walks under arches, were erected there. In 1895, however, Maceo rode over Pinar del Rio. The village of San Diego was abandoned by its residents, who fled—men, women, and children—over the hills to the north

houses, promenades, piping, garden seats, arches, and all that stood for the opulent, indolent resort of the passing régime.

The health-giving springs remained, bubbling among the debris. Their flow continues unchanged, year in, year out. Temporary bath houses have been erected. Society still foregathers at San Diego during its season, which is from February on into the summer.

## REMNANTS OF OLD WALL.

Angle and Turret on Monserrate—A  
Fragment Left on Teniente  
Rey Street.

Havana was once a walled city. The walls extended across the promontory on which the city stands, from the Arsenal to a point near Punta. The city proper lay then between the walls and the waterfront. Outside, where is now the Prado, Central Park and all the newer section west of them, was open country, divided into estates owned by wealthy families.

The building of the walls was begun in 1633 and 9,000 men, mostly African slaves, contributed pro rata by residents of the city, labored upon them. A tax on wine went toward the payment of the work and the coffers of Mexico contributed.

### Protection Against Pirates.

The walls were intended to protect the city from pirates who moored their ships in San Lazaro inlet and attacked Havana from the northwest. Lest he facilitate their dreaded raids, no man might open a road or otherwise utilize the land thereabouts, hence the name Vedado, which means "forbidden," given to the aristocratic suburb which has developed between the hill which shelters Santa Clara battery and the mouth of the Almendares river.

Originally there were two gates only in the city walls one nearby Punta and another at the head of Muralla street. Later two other gates were opened. Work on the walls was completed in 1740.

### Walls Demolished.

Havana soon, however, outgrew their protection. No longer a necessity, they became a nuisance. Squatting tenements sheltered squalor all along their length. It was only under the Palma administration, 1902-6, that the last of their wreckage was removed, leaving, as curiosities, a fragment at the head of Teniente Rey street and an angle and turret on Monserrate just back of the Church of the Angel.

Cuba's best known season is the winter, but don't forget there is a summer season almost as delightful.



## HAVANA'S CATHEDRAL

Niche Where the Remains of Columbus Rested—Interesting Churches.

Havana's cathedral faces Cathedral or Cienega Square. It is an age-stained edifice, planned by the Jesuits as early as 1656. It was erected by them in 1724 and after their expulsion, became the Cathedral in 1789. Theretofore the principal church had stood on the Plaza de Armas where the presidential palace is today.

The Cathedral contains many paintings, some of them of considerable antiquity. The interior walls of the church are finished in dark marble, the massive columns that support the domed roof are of somber mahogany. The general effect is of majestic and gloomy repose.

In a niche in the chancel wall—sealed now—rested at one time the bones of "The Discoverer," Christopher Columbus. In 1898, when the Spanish evacuated Havana, they took the remains with them, reintering them with ceremony in the Cathedral at Seville.

### Old Dominican Convent.

Filling the block bounded by Obispo, San Ignacio, O'Reilly and Mercaderes streets, is the old Dominican Convent, founded in 1578. The white friars deserted it long ago. Warehouse clerks and brokers hold forth in its cloistered corridors now. In 1728 the Dominicans opened in this building a school which later became the Royal University; it was only after the establishment of the republic that the institution, become, meanwhile the National University, withdrew to more commodious quarters on Principe Hill. The Havana Institute of Secondary Education (the high school) occupies rooms in the building, facing Obispo street. The Church of Santo Domingo keeps its place still, in the Mercaderes-O'Reilly street corner of the block.

### The Franciscan Convent.

The Franciscan Convent, its tower standing well above any other in the city, faces the Plaza de San Francisco, the center of the wholesale district now. The convent building was begun in 1574 and finished in 1591.

It was several times remodelled and improved. The porter at the entrance will admit visitors. One is free to inspect the courts and corridors, beautiful in the simplicity of their recurrent arches. It was desecrated by the English, who held their Protestant services there when they had captured Havana in 1762, and from that date it has been considered fit for secular uses only. It is the Havana customs house now.

ceived on a year's probation. At the end of that time they may leave if they will, but they generally remain, sometimes despite the prayers of their families to whom they are lost forever when the great doors close on them at the end of their novitiate. The convent is very wealthy. It has received many bequests and young girls on becoming "Brides of Christ" by joining that sisterhood usually bring some dowry to the institution.

monastery, and free school in connection, were maintained by the Franciscan monks for nearly a century, then the buildings were taken by the government for use as barracks. In 1853 they were given to the Jesuits, who formed schools, established the College of Belen, set up an observatory reputed to be the best organized in Latin-America, collected a library rich in prints and drawings illustrating Cuban history; and form-

Cuba's shipping in the hurricane season. The seismic station at Luyano belongs to the observatory. The Belen arch spanning Calle del Sol is one of the picturesque bits of Havana."

### La Merced Church.

La Merced Church on the corner of Cuba and Merced streets, is one of the most fashionable of Havana's churches. Among its possessions is a faded painting representing, with considerable inaccuracy in dates, names and drawing, what is considered to have been the first miracle performed in the New World, on a battlefield in Santo Domingo when Columbus and his men appealed to Our Lady of Mercies for help against the Indians and were rewarded with sight of the Virgin and the Child.

### Cristo Church.

Cristo Church on the plaza of the same name at the head of Amargura street, has Catholic services in English on Sunday mornings. Immediately in the rear is the Augustinian College for boys, at the head of which is Father Moynihan, an American, who succeeded Father Jones, also an American, now Bishop of Porto Rico.

### Other Catholic Churches.

The Church of the Holy Angel, a minaretted edifice on Peña Pobre hill, is a comparatively modern structure, but well worth visiting if for nothing more than the views down the queer, narrow streets that lead to its door. San Agustin Church is on the corner of Cuba and Amargura. The view from the churchyard of the Jesus del Monte Church, located on the Jesus del Monte Caizada and reached by street cars passing Central Park (marked Jesus del Monte in red) is one of the most beautiful to be had anywhere.

### Protestant Missions.

There're many Protestant churches in Havana. The Episcopal Cathedral is at Neptuno and Aguila; the Baptist Temple is on the corner of Dragones and Zulueta; the Presbyterian church is at Salud 40 (take Principe cars to Lealtad and walk one block north); the Methodist church is at Virtudes 10, and the Congregational at Someruelos 6. All hold morning services on Sunday. Strangers are welcomed.

Heat prostrations in Cuba are unknown.



HAULING SUGARCANE TO ROSARIO SUGAR MILL.

### Santa Catalina Convent.

On O'Reilly street, between Compostela and Aguacate, is the dreary pile of Santa Catalina Convent, a nunnery of the old style. Some hundred women, bound by strictest vows, pass their lives within its enclosure. The windows are boarded up. No gleam of light ever shines through. Nothing of the busy outside world can penetrate. Acceptable girls who desire to immure themselves are re-

The convent building was begun in 1680 and the church was dedicated in 1700. It contains relics of the holy martyrs Saints Celestino and Lucidia, brought from Rome in 1803.

### Belen Church and College.

Belen Church, corner of Luz and Compostella, was built in 1704. It takes its name from Santa Maria de Belen (Our Lady of Bethlehem), patroness in Spain of the Franciscan order of Jeronymites. The church and

ed a museum of native woods and natural history specimens. James Anthony Froude wrote of them in 1887, when they had a school of 400 pay pupils and hundreds free: "They keep on a level with the age, they are men of learning; they are men of science; they are the Royal Society of Cuba. They continue to live up to their reputation. The observatory's reports on storms and especially on cyclones govern the conduct of



**VENERABLE LA FUERZA**

The Oldest Inhabitable and Inhabited Building in the Western Hemisphere Is in Havana.

To the tourist the most interesting features of Havana are its "castles" which are fortifications; they have long since ceased to be used as residences of royal officials of highest rank, but they have retained the general title given them, in days when the supposition, at least, was that they were so used.

"The oldest and by all odds the most interesting fortification in all Cuba," according to I. A. Wright, in "Cuba," "is La Fuerza, half hidden between the senate and the old post-office building on the Plaza de Armas. Here, now, is a place to see. It is, in form, quadrilateral, having a bastion at each of its four corners. It is 25 yards in height; the walls are double and terrepleins are supported on arches, so I read, though what the statement means I have no more notion than others who ponder guide books and are impressed with warlike terminology. There used to be a moat. The drawbridge is replaced by a permanent plank walk. They say there is a bell in the tower which formerly sounded the hours and clanged alarm at sight of a hostile sail in years before there was a Cabañas, a Morro, even a Punta or any walls to protect the town La Fuerza alone guarded.

Begun by De Soto.

"Work on La Fuerza was begun by Hernando de Soto and by 1544 a royal decree went forth that all warships entering thereafter should salute the place (then almost completed) with a ceremony not enjoyed by any other city in the New World save Santo Domingo. Here in Fuerza De Soto lived and from here he sailed away to explore unknown areas of his jurisdiction which embraced everything he might discover to the north; he found the Mississippi and a grave in its dark waters. On his departure De Soto left La Fuerza and with it his office as governor in command of his bride, the Lady Isabel de Bobadilla, 'like her mother, a woman of character, and kindly disposition, of very excellent judgment and appear-

ance.' For four years she awaited his return, scanning the sea, the story goes, from the little tower above Fuerza which one may discover by looking close through intervening tree-tops from a certain position in the Plaza de Armas. The little bronze image upon the top of it is 'La Habana' and until one has set eyes upon it one has not 'seen Havana,' as the usual raillery runs. When at last the remnants of De

Haiti in size and architecture surpassing, their ruins show, any church edifice upon Fifth avenue today excepting only the Catholic cathedral there), but they are abandoned wreckage, whereas La Fuerza houses a garrison of Rural Guards; its dungeons are storerooms and General Monteagudo and his family reside on the second floor.

"To make him comfortable they have repaired the stairway; smooth

the American war for independence was on, that out of the north came sailing the Yankee sloop Hero, square sterned, 20 tons, carrying four guns and 40 men, Captain Caleb Green of Providence, Rhode Island. She had a cargo of hoops and long staves and she was bound to sell the same at Santo Domingo, in commendable Yankee fashion. There were, however, two British vessels, the Carlisle and the Gayton, cruising West Indian

course and brought up with a crash, in a storm, on the shores of eastern Cuba. Here is no place to repeat details I read with such interest in Mr. Bryant's log book preserved in the files of the National Archives of Cuba, then in the upper story of La Fuerza. They 'caught a young shark and eat him;' they caught 'some crabs and eat them,' too; and they robbed a pelican's nest of its young. They flew "signals in distress" and a brig and a sloop went by, disregarding these as well as the voice of their swivel gun. They were finally taken off by 'ye Havannah,' a small schooner whose master 'used' the castaways 'discreetly,' but at its destination, Port au Prince, they were, in accordance with the hospitable customs of the time, committed to the guardhouse. Mr. Bryant escaped 'just as the Spaniards were saying their pater nostra.' A guide he bribed left him 'to wander about to and fro in a very dark and dismal night far from house or anything like a house, although I had,' Mr. Bryant adds, 'before paid his fee.' Fortune had not, however, entirely deserted 'the Englishman,' for he got liberty from a 'Humbain Spaniard, a gentleman, to stay at his house,' upon which he came, where he amused himself, until opportunity should offer to get to the British possession of Jamaica, by teaching English to the family of his benefactor, Capt. D. Bernabe de la Torre, and from them, in turn, acquiring at least their names in Spanish. He left on hearing that a fisherman from Jamaica was on shore. The ladies assembled as he departed and wished him 'good luck,' on which he, not ungallant, gave them three cheers.' The fisherman refused him passage and set him ashore on Sandy Key 'where two Spaniards, a mulatto, and a portageezeman was living to fish for turtle.' Time went by. 'No appearance of any relief,' Mr. Bryant confided to his log, 'and God only knows when any will offer . . . . Every day seems a year and still not the smallest appearance of any relief . . . . Then blank pages. Mr. Bryant reached Cuba alive, however, for from Bayamo they forwarded to the captain general the documents I examined—'papers found on the Englishman.' Possibly they brought him, too, to Havana. . . . ."



ONE OF CUBA'S FAMOUS AUTOMOBILE ROADS.

Soto's fleet limped in by the harbor's mouth, and survivors, landing, hastened to tell the Lady Isabel of her husband's fate, her heart broke, and the chroniclers add briefly 'she died.'

**Oldest Building.**

"La Fuerza is then the oldest habitable and inhabited building in the western hemisphere. Certain edifices at Santo Domingo antedate it (convents that while Christopher Columbus still lived arose in now despised

cement steps have replaced the old stones, worn hollow by the feet which through the centuries had passed, up and down. Arms and ammunition of latest design are packed away in the dungeons—damp and silent chambers, lighted by way of narrow apertures cut in the thick walls. I wonder into which of these they thrust "Mr. Bryant, prize master!"

"It was in the year 1779, to digress in consideration of Mr. Bryant, while

waters in wait for precisely such as she. She was taken, to be brief, and a prize crew was put aboard, in command of 'Mr. Bryant, prize master.' 'With strong gales and cloudy' they got her by Monte Christi, bound straightaway for the prize courts of Jamaica. They were chased, however, by a Yankee brig through 'brisk gales and hazy' and to keep right before the wind and outdistance her, as they did, they went far north of their



PROVINCE OF CAMAGUEY

Heretofore Inaccessible, Now Rapidly  
Developing in Sugar, Cattle and  
Varied Enterprises.

The territory which is now the province of Camaguey was early settled by the Spanish conquerors of Cuba. Columbus himself may have visited its north shores in 1492; certainly Campo coasted them in 1508. Its next European visitor seems to have been Alonso de Hojeda, wrecked on the south side in 1510-11 and saved from death by kindly Indians. In 1511-12 a party reconnoitering for Diego Velazquez, first governor of Cuba (established then at Baracoa), marched into the district from the east, under the command of the same Panfilo de Navarez who later figured in American history. At some distance from Caonao (the Indian village where Hojeda had been welcomed and fed when most he needed care), Navarez and his hundred men established the first settlement in all this part of Cuba.

The town, however, which later became Camaguey, was begun at some point on the north shore, in 1515—probably at Baga on Nuevitas bay. It must have removed to the interior very early (1530), however, since no records and few traditions exist concerning a site earlier than that it now occupies on a plain midway between coasts and 850 feet above sea level.

By 1827 Camaguey had become the second city in the island. It now ranks fifth, Havana, population, 297,159; Santiago de Cuba, population, 45,470; Matanzas, population, 36,000; Cienfuegos population 30,100, preceding it.

The City of Camaguey.

The city of Camaguey looks its antiquity. It is full of quaint and picturesque nooks and corners. "The projecting wooden window grilles, the heavy cornices and overhanging, fluted tiled roofs, the crumbling masonry, and the venerable aspect of streets and houses," as the Standard Guide observes, "make a succession of attractive pictures which lure the visitor to extended explorations. Many of the streets are so torturous that it is impossible to see far ahead,

and one is continually piqued to discover what new pictures may be around the bend. No two streets in Camaguey run parallel, nor do any two meet at right angles. The street plan is a study in curves; the stranger must direct his course by pure orientation."

Its Churches.

Among the chief attractions of Camaguey are its several time-worn churches. They actually look older

today. Funds were contributed by the state and by private persons. The first tower was built in 1776; it fell through the roof soon after. The present tower was built in 1794. The building was improved in 1775.

La Merced, according to the Standard Guide again, "was built about the year 1628, by missionaries of Our Lady of Mercy . . . . In Camaguey the order died out until only one old priest was left to care for the

of Christ . . . . The church is remarkable for its extremely massive construction . . . ."

La Soledad, another church worth visiting, was a hermitage in 1697; the present building was begun in 1758. The frescoes which make the interior unique were painted about 1852.

Hotel Camaguey.

There is, moreover, a good hotel—Hotel Camaguey, owned and operated

MOTORING IN CUBA

Some of the Rules and Usages Governing Conduct of Cars in the City and Country.

The center of the street in Havana is the automobilist's; other vehicles keep to the sides where when a crowd is out, at carnival time, the police hold them in lines moving in opposite directions.

There are no rules or regulations governing automobiles once they are outside the city limits, excepting at Camp Columbia, where army authorities have fixed eight miles an hour as the speed limit while passing through the reservation. Cars should slow up on approaching hamlets and villages. This is a courtesy which should be the more readily accorded because it is not demanded, but merely confidently expected as a matter of course.

As few accidents have occurred on country roads of Cuba, the automobilist is welcome everywhere. It is customary for persons meeting on the road to salute each other. The surprising variety of smiles and grave inclinations of head and body received in recognition makes the effort well worth while.

A knowledge of Spanish is not necessary. The tourist should, however, learn to pronounce properly the name of the place he means to reach or have the name written on a card in plain characters. Then in case of doubt as to his way there, he need but pronounce the name or show the card to persons he meets. The tourist will find everybody willing to help him. The Cuban who directs him may not speak a word of English, but he will converse so well in pantomime that the traveler, even without any knowledge of Spanish will understand.

It is quite impossible to get really lost in the country; there is always the alternative of turning back to Havana (or Matanzas or Pinar del Rio), for in the provinces all good roads leading in the general direction of the capital city inevitably arrive there. Cuba is properly policed in the city and in the country; but even were provincial police in blue, and rural guards in khaki entirely absent from the government highways, which they patrol in pairs no traveler would be in any wise molested.



HAMBURG-AMERICAN LINE STEAMSHIP "HAMBURG" EN ROUTE TO CUBA.

than they are. The cathedral existed (in organization) when the settlement becoming Camaguey stood on the north coast; with the town it was transported to its present site about 1530. The building originally erected for it here was burned on December 15, 1616, in a fire which destroyed almost all the town. The present edifice was at once begun. Its construction cost \$16,500, at a time when a dollar was worth more than it is

church; before his death it was taken over by the Barefoot Carmelites, of whom there are now 15 in the monastery attached to the church . . . . The architectural lines of the church are interesting, but there is lacking richness of mural decoration. The high altar of silver is resplendent; it was fashioned of 40,000 Spanish dollars. There is a sepulchre of hammered silver, weighing 500 pounds, which contains an effigy of the body

by the Cuba Railroad Company. The immense structure this hotel occupies was built and long used as a Spanish cavalry and infantry barracks. The great corridors are striking features and the inner garden (patio), bright with foliage plants and tropical flowers, is beautiful indeed. The drainage, plumbing, and all sanitary appointments are of the best. Pure drinking water is supplied from an artesian well.



## HAVANA'S OLDEST FORT

La Fuerza Is a Romantic Relic of  
Havana's Remote Past—Was  
Begun in 1538.

Near the foot of O'Reilly street, to the left of the Presidential Palace, as one faces the harbor, is to be seen a quaint old fort, of little importance in this day, except for its antiqueness, but once the only defence the little town of Havana boasted in those days of the supremacy of the jolly rover and his black flag.

No place in Cuba is so full of romantic interest as this little fort. Here it was that Hernando de Soto kissed his bride good-bye, as he sailed away for Florida, on his journey which resulted in the discovery of the great "Father of Waters," the Mississippi. From that little watch tower, nearest the harbor's edge, did the discoverer's wife wave him a fond farewell and godspeed as he sailed down the harbor's mouth and turned his vessel's nose toward the Floridian shore. From that same tower for four long years did the little Spanish woman strain her eyes for the return of her warrior husband, she offered up prayers to the Holy Virgin, to save him from the perils of fever and Indians lurking in the wild country to which he had gone. From it she saw, after so many years, a sail from Florida's direction and her heart was filled with joy and expectation. The travelers were of De Soto's party, but their leader was not with them. Gently they told her how they had laid, as he requested, his body in the bed of the great river, he had discovered. Even their war-hardened features quivered as they told the last love messages sent by the dying husband to his short time bride. Near the same little tower, and in a room which may still be seen, the little woman, like a delicate flower exposed to the direct rays of the sun, wilted away and died four days after she learned her husband's fate.

La Fuerza was built about fifty years before Morro. As the latter and Cabañas were built owing to the depredations of the English, La Fuerza was built because of the French. Along in 1538 Havana was at the mercy of the pirates and freebooters who

infested the waters of the New World. The Spaniard had up to that time only a precarious foothold on his New World possessions, and any settlement was at the mercy of any pirate ship's captain who decided to make a raid.

During these precarious times, Hernando De Soto was the Spanish governor of Cuba. He had just come over to the New World, bringing with him his lovely Spanish bride, who preferred to share, as far as she could, the perils of her husband in the new and comparatively unknown land. About this time French pirates visited Havana and carried off much gold. Quaintly but very forcibly Ogilvie describes the visit of the Frenchman as follows:

"But Havana was not so strongly fortified in former times, for Anno 1536 it could not resist a mean French Pyrate, who, losing the rest of his Fleet, was driven hither by storm, and conquering Havana, had burnt the same, consisting at that time of wooden houses covered with thatch, had not the Spaniards redeemed them from the fire for seven hundred Ducats; with which money the French set sail, when the day following three ships arrived from New Spain before Havana, and having unladen their goods, and preparing themselves for battle, pursued the Pyrate: who getting sight of the Admiral, who sailed before, durst not venture to engage him alone, but staid for the other two ships: from which cowardly action the French Pyrate taking courage, fell on the Spanish Admiral, who without firing a gun ran his ship ashore, and deserted the same; the next one thereby discouraged, tacking about, made away from the enemy; on which the third also followed, insomuch that at last they were all three taken by the French; who encouraged with this unexpected victory steered their course a second time to Havana, where they got as much more money from the inhabitants as before."

When De Soto heard of Havana's plight he was at Santiago de Cuba, then the capital of the island but came at once to this city where, after looking over the ground, he decided a fortification should at once be begun and the site of La Fuerza was selected. Captain Mateo Acertuna, Havana's first mayor, happened

to be an engineer also, and to him was entrusted the building of the fort. De Soto remained here until the defense was completed on May 12, 1539, when with a large force of men and ships, said to have been the largest and best equipped ever seen up to that time in the Indies, he set sail for Florida on his voyage of discovery. He left his young wife Isabel as commander of La Fuerza fortress.

Several times in the years immediately following the building of this fort, was the foresight of De Soto evidenced, for often was it the only protection from assaults of the rapidly growing town. In 1543, four warships commanded by a French captain named Robert Baal, attacked the city and landed where La Punta fort now stands at the foot of the Prado, but the guns of La Fuerza repulsed the Frenchman so vigorously that he was compelled to flee to his ships panic-stricken, leaving his killed and wounded behind. Later a French corsair named Captain Jacob de Sores, attacked Havana with better fortune, for he captured both fort and city. He sacked and burned churches and houses and greatly damaged La Fuerza but the latter was quickly repaired and garrisoned with many more troops and equipped with more guns.

All the old maps of the West Indies bear legends showing the tracks of the old galleons, the harbor here being the rendezvous of the plate fleets from Mexico and Peru. Some of these read as follows:

"Advice is sent hither from whence it is despatcht over Land to Cartagena, Panama and Lima to hasten the King's Treasure. From Cartagena after some stay they sail for ye Havana to meet there the Flota. The Gallions & Flota usually joyning at the Havana ye whole Armada sails for Spain."

Thus it can be seen that the little fort played no small part in the early history of Spain's possessions in the New World, guarding as it did not only Havana but the many cargoes of gold and silver stopping here on their way to the Spanish treasury. In recognition of the services of that little pile of stone, the King of Spain in 1544, issued a royal decree in which he ordered all Spanish warships to fire it a salute upon entering the harbor.

The fort was for a long time the official residence of the governors of the island. Among the most notable of these is probably Pedro de Menendez d'Aviles, who, three years before, in 1563, had founded St. Augustine, Florida. Arrete writes that the officers of that period did much to adorn La Fuerza, providing reception halls and luxurious sculpture in the interior and ornamental balconies on the outside.

The work is a quadrilateral fortress having a bastion at each of the corners. It is 25 yards in height, the walls are double and the terrepleins are supported by arches. It was surrounded by a deep moat. A bell in

the tower sounded the hours day and night and was rung by the sentinel always posted there, to alarm the town at the approach of a hostile sail. Later when Morro was built La Fuerza would repeat the signals from that fort. The bronze figure of an Indian girl on the tower, holding a cross and facing the gulf, was known to the sailors as La Habana.

Cuba's single-starred banner is the third gazers from this old tower have seen flying there as symbols of sovereignty. The bell now in the tower bears the date 1706. With the exception of the fort at Santo Domingo, La Fuerza is the oldest fortification in America.



STREET SCENE IN SANTIAGO.



## COLUMBUS TEMPLE

Site Where Mass Was First Celebrated When City of Havana Was Founded.

Unostentatiously nestling under the shade of giant ceiba tree, across the Plaza de Armas square fronting the Presidential Palace, is an unassuming little building which no visitor should fail to see and learn of its historic interest. Under the shade of the parent of the same tree, occurred the first religious ceremony ever held in Havana. The occasion was the founding of the present site of this city.

The Spaniards carried the Christian religion with them wherever they went in their journeys to the New World and no colonies were established without elaborate religious formalities and the saying of mass.

In 1519, when Diego de Velazquez founded Havana, and before any buildings were erected, the priests prepared to say mass and the inviting shade of a great ceiba tree standing near the harbor was chosen as the best available place. There the ceremony occurred and the place was always, even in that remote time, held sacred by the inhabitants. Just a short time after the historic ceremony the place was carefully marked and its significance shown. In 1747 Captain General Francisco Cagigar erected as a permanent memorial an obelisk of stone.

Arrete, the historian, writing in 1755, stated that this year the ceiba tree was in "full bloom" and its age then was calculated at 400 years. Under the shade of the tree rested the remains of Christopher Columbus. When the bones of the discoverer were brought to Havana in 1795, they were, before being deposited in the Cathedral, placed in an ebony sarcophagus under the tree and formally inspected by the Captain General and staff and were pronounced to be the genuine remains.

A more elaborate memorial was decided upon in 1828 and on March 9 of that year, the present building was dedicated and called El Temple or Little Temple. The dedication was the occasion of a great clerical and military display. The governor of the

island and his staff attended in their gayest uniforms and the bishop was resplendent in his pontifical robes. Five thousand soldiers took part in the military procession and many thousands of citizens. Images of saints were taken from the churches and mass was again said in the same place as three hundred years before.

The bronze tablet which the visitor sees on entering the little enclosure says:

"During the reign of His Majesty Don Fernando VII, under the Presidency and Governorship of Don Francisco Dionisio Vives, the most faithful, religious and pacific Havana erected this simple monument, consecrating the place where, in the year 1519, was celebrated the first mass and holy office, the Bishop Don Juan Jose Diaz de Espada solemnizing the Divine Sacrifice of the Mass on the 9th day of March, 1828."

Three paintings of large size by Escobar are very interesting. The first one pictures the installation of the first municipal council of Santiago de Cuba with Captain General Diego de Velazquez presiding. The painting gives one an excellent idea of the costumes and customs of that distant time. The second picture portrays the first celebration of mass, and shows the Indians looking on in wonder and raised hands exclaiming "Habana." The third painting commemorates the dedication of the building itself showing likenesses of Governor Vila and officers of his staff. The bust of Columbus in the court is considered as a good portrait of the discoverer, and was carefully studied by the American painter John Vanderlyn, when he came to Havana to find a model for his painting of "The Landing of Columbus," hanging now in the rotunda of the capitol at Washington.

The Temple is open officially once a year, November 16, and that on Saint Christopher's Day. Then it is visited by hundreds of people throughout the day, many people making the pilgrimage to the place religiously once a year. Visitors who make special arrangements can generally be allowed to see the Temple through the courtesy of the mayor of Havana, who will deliver the keys to an employe of the city who will act as guide.

## CLUBS AND SOCIETIES

The Spanish Provincial Organizations.  
Clerks of Commerce  
Building.

There are in Havana many mutual benefit associations. The biggest of these are the Clubs of the Clerks of Commerce and the Asturian Society. Each numbers nearly 30,000 members.

The Clerks of Commerce own a magnificent new club house on the corner of Trocadero and Prado. It is well worth a tourist's inspection. The ball room on the top floor is a very beautiful hall; there is nothing like it elsewhere in Cuba.

To this club belong great numbers of the clerks in the stores of the city, and also the owners of shops and establishments (they were clerks once in their own day). Membership is not, however, confined to clerks.

Membership costs a dollar and a half a month and entitles a man to the use of the clubhouse with all its conveniences of reading rooms, night schools, social halls and cafe; members and their families are invited to all the dances and other entertainments the club gives. Moreover, in case of sickness, a member receives medical attention. A cot in the hospital his club supports is his if he needs it. If he dies the club will bury him decently.

### Provincial Societies.

The Centro Asturiano is similarly organized. It has a committee on immigration which is, in fact, a sort of employment agency. When a member or an outsider either, for that matter, applies to the Asturian club for so many men for this or that work, this committee on immigration will look over its lists and hunt members to meet the demand, or if necessary it will go to Triscornia immigrant station and find the men among recently arrived immigrants. The agent may at the time he gives them the job persuade the immigrants to join the club, but they are repaid in tremendous benefits for the small investment of \$1.50 "plata" a month. Similarly, that committee will take charge of an immigrant arriving from Spain, if friends here have paid his

\$1.50 and made him a member; they will find work for him and help him to get to it without being "fleeced" by sharpers. If he arrives sick they will care for him without charge above the monthly fee.

There is also a Galician society, which recently bought the National Theater on Central Park, to erect a new club house there. There is a Balearic society, and a Canary Island association, and a number of other smaller organizations of the same variety.

### Leading Clubs.

Havana also has her clubs of a different kind. There is the Spanish Casino, a social commingling of Span-

iards and friends of theirs of other nationalities. There is the German club, considered very exclusive, and the Union club, which is Havana's Jockey club, a very aristocratic assemblage of gentlemen. There is the Ateneo, a literary and social club, and the American club, around which centers the social life of English-speaking residents of Havana.

... I have been Priest of Partagas a matter of seven years;  
And the gloom of my bachelor days is flecked with the cheery night.  
Of stumps that I burned to Friendship and Pleasure and Work and Fight.  
—Kipling in The Betrothed.



STREET SCENE OF PICTURESQUE SANTIAGO.



## HAVANA

Visitor Here Finds Within Ninety Miles of the United States a European City.

Within ninety miles of the United States the visitor to Havana finds himself in a city as completely European, and in some ways more so, than Europe itself. Here are to be found streets, customs and peoples just as they were hundreds of years ago, while in European cities much of this is hidden from the average visitor unless he strays outside of the beaten path. Modern ways and inventions have robbed much of interest to the traveler in Europe. In visiting ancient cities such as Havana, the visitor expects to see something different and here he is not disappointed.

Approaching Havana from the sea one is attracted by the bright colors of the city's houses. The view has often been described as very much like Naples. The houses are gaily painted in bright yellows, blues, pinks and browns, all crowned with their terra cotta tiles. There is something about the view that commands admiration even of the artist. Strange as it may seem, the variety of the colors does not strike the eye as lacking in harmony. No matter when the sight is seen, whether by the morning sunrise, the sunset or in midday, the sight from the sea never fails to excite admiration and pleasure.

Passenger ships coming to Havana do not, as a rule, come to the dock, but anchor out in the bay. This is due to certain people high in power owning the lighterage privileges. A tug takes the passenger to the Machina wharf where polite custom house officials examine the baggage quickly, and once their stamps are on bag or trunk one is free to seek his favorite hotel. Tourists coming to Havana are known by the officials to be coming for pleasure and are not bringing in dutiable goods so that the examination of such baggage is more formality than anything else.

Outside the wharf gates carriages are waiting and for twenty cents one or two passengers are hurriedly driven to any hotel in the city proper.

This drive, through the oldest portion of the city, through streets so narrow that coaches must drive in the same direction because there is not room to pass, with the Spanish tongue flooding the ears with its pleasant cadences, causes one to realize he has stepped into a new world distinctly different to that he has left behind.

One feature always impressing the visitor is the heavy style of the architecture. Most of the houses are of one story or of two, but one story in Havana is almost as lofty as two elsewhere. Skyscrapers are unknown in Cuba, but within the last few years a tendency to use air space to more profit has been shown and there are now several buildings of three or more stories. One of these is that of the Henry Clay and Bock & Company, another is that of the National Bank of Cuba, and another is that of the produce exchange building, known as La Lonja.

The walls are constructed of limestone and rough rubble work called locally "mamposteria." They are very thick and massive and whether they are lasting is easily answered by inquiring the many years these old house have been built. There was nothing cheap about the early construction methods of the Spaniards, their houses were built to withstand the test of time.

One is surprised to see heavy iron bars before every window, making it more than true that every man's home is his castle. It has been suggested that the first permanent structure in Havana was a fortress and the rest of the architecture followed the style. The facts are that in the olden days and up to recently, Havana's streets were filled with volunteer soldiers, among whom, as in all armies, there was a very large lawless element and it was largely to protect against this class that those heavy bars were placed. No yards are seen in the old part of the city. The houses are built flush with the street and each wall is built flush with the house alongside. The doors harmonize with the barred windows, they are massive affairs, ten and sometimes fifteen feet high and often made of solid mahogany or some other richly colored and valuable native wood. They are sometimes heavily studded

and have great massive bars and the key required to lock them is no joke. It sometimes weighs a half pound and would make a good weapon in the hands of the house owner were he attacked. Sometimes the door has a little wicket door fitted with a slide so that the house occupant can inspect any one asking for entrance before the door is opened.

Architects from the United States have criticised what they term is wasteful construction methods in Havana, but there is reason for everything. The reason in Havana is the climate. Houses are so arranged that they are generally cool no matter what kind of tropical weather prevails. The thick walls and heavy roofs are to withstand the glare of the tropical sun, the windows are without glass so as to let in the cool breezes. One is not long in Havana before he realizes the good sense used in building houses as they are. The open space in the center of each house, so strange to the visitor, serves a most useful purpose. By means of it the problem of ventilating the houses is always solved. In these patios there is always a bit of green, if nothing more than a cocoanut struggling for its existence in an empty John D. Rockefeller oil can. Many of these patios are converted into veritable little gardens. The flowers are grown in cans or tubs, the earth being brought to the front door by real estate dealers who peddle their land in carts, selling it not by the lot or by the square foot but by the five gallon can.

Havana's houses are so constructed that one can live in them and practically enjoy all of the benefits of an outdoor life. It has had a distinct effect upon the physical health of the inhabitants and this benefit would be still more increased were it not that nights natives close up their rooms so tightly as to almost hermetically seal them. This practice among the poorer classes has had a detrimental effect, that the open air life of the day time has not been altogether able to remove. The health authorities are, however, predicating the evil of such habits and is accomplishing much good.

Nearly all houses have flat roofs which greatly add to their attraction, as they are favorite resorts in the

evenings. In 1851 Frederika Bremer, writing of Havana, said:

"In the evening after tea, I go up to the roof of the house, which is flat as are all the roofs here, and is called azotea, surrounded by a low parapet, upon which stand urns, which are generally gray, with raised green ornaments, and little gilt frames at the top. Here I walk alone until late into the night, contemplating the starry heavens above me and the city below my feet. The Morro Light, as the lofty beacon fire in the Morro fortress is called, is kindled and beams like a large, steadily gleaming star, with the most resplendent light over the ocean and the

city. The air is delicious and calm, or breathes merely like a slumbering child around me. I hear on all sides, the sweetest, most serene little twitter, not unlike that of sparrows with us, but more serene, or with a softer sound. I am told that it is the little lizards, which are here found in such abundance, and which have the gift of voice."

Delightful trade winds keep Cuba cool and delightful when people are sweltering in the north.

Some of Cuba's scenery is admitted by landscape painters to have no superior of its kind.



CAMPO MARTE, THE HANDSOMEST PARK IN HAVANA.



## THE CABAÑAS FORTRESS

Cost \$14,000,000—Was Built by the Spaniards as Defense Against the English—Rich in History.

Costing fourteen millions of dollars and rising a sheer one hundred feet from the harbor's edge Cabañas Fortress excites the curiosity of the visitor as he enters Havana from the sea.

To the English was due the building of Morro Castle and the same can be said of Cabañas, because the capture of the former fortress by the British convinced the Spaniards of the necessity of building a still stronger defense to aid Morro, if another attempt was made upon Havana. The work was begun during the reign of Carlos III, in the year 1763, and required eleven years to build. It is told of this fort that when the Spanish king was informed of its cost, he shaded his eyes with his hand and gazed intently to the west explaining to his courtiers that the walls of Cabañas must be so high as to be visible across the sea.

Though not nearly as strong a fortress as Morro and absolutely useless today for purposes of defense, Cabañas is second only to the other in interest to the visitor in Havana.

Crossing the harbor in one of the small boats from Caballeria wharf and climbing a very steep covered walk one may enter by what is known as the "Laurel Ditch," so called because of beautiful laurel trees growing there. This place is looked upon with horror by the native Cubans because it was here that relatives and companions in arms met their death in great numbers, when condemned by Spanish court-martials to be shot. When a Cuban patriot entered the confines of this fortress he was lost, as a rule, entirely to his friends and relatives. Only occasionally, and then only by means of heavy bribes, did one learn the fate of loved ones who climbed those steps to enter the vast confines of Cabañas. A man would be marched by the Spanish soldiers up the hill and henceforth that man was seldom heard of again.

On the other hand the prisoner may have been sentenced to be confined within one of the dark dungeons or to be deported to Spanish penal col-

onies in Africa, in which case, if he was able to withstand the ravages of disease, he might, after many years, be seen again by his family and friends and his appearance was often times the only intimation had by them that he had not met his fate at the hands of the firing squad years before. Few records were kept by the commander of Cabañas of the prisoners entering and leaving there. There were too many for such records to be kept with much detail and the Cuban patriot was looked upon as a traitor unworthy of much trouble once he was caught. Records of supposed traitors, however, were kept carefully up to the time of capture so that their conviction when caught would be swift and sure.

The impression of the bullets after they had torn their cruel way through bodies of Cuban patriots is still to be seen in a deep line eight-five feet long, and for some time after the evacuation of the Spaniards souvenir hunters, with little search, could find flattened bullets once reddened by blood shed for freedom's cause.

Hundreds of political prisoners were killed in this ditch. They marched sometimes singly and sometimes in numbers, and lined up in front of the "dead line," were made to kneel facing it, while they waited for the sergeant of the firing squad to give the word for hurling toward them their leaden messengers of death. In memory of those who suffered martyrdom for freedom's cause at this place, the Cuban people have by popular subscription erected a handsome bronze memorial representing an angel receiving the soul of the dying patriot.

The plan of Cabañas reminds one of a Chinese puzzle. Legend has it that the architect had his eyes put out and afterwards killed so that the secret of the fortress might never be known. Certain it is, frequent visits will hardly be sufficient to prevent one becoming lost in its labyrinth of moats, walls, twistings and turnings, ascents and descents, covered and uncovered ways, barracks, prisons, dungeons, drill grounds, officers' quarters, parapets and other things all in bewildering confusion. It is a succession of fortification after fortification, in apparently endless extent, the object being that when the defenders were driven from one position they

could always fall back upon another equally as strong.

Despite the millions spent upon this fortress by Spain the expenditure was useless, for never has it been put to the test of war. It has always been used by the Spaniards as barracks for their troops and as a prison for political offenders. It is now used by the Cuban government as the headquarters for artillery and in the place of the Spaniard who ruled his bloody way within those walls, are now to be heard the tones of command from voices of relatives of those who only a few years ago knelt before the fateful "dead line."

The view from the ramparts of Cabañas is very beautiful, taking in as it does, a comprehensive panorama of the harbor, the city of Havana and the hills beyond. Upon the parapets are to be found interesting relics in the shape of bronze cannon, elaborately ornamented and each bearing the date of some Spanish sovereign. These guns are useless today except for the firing of official salutes. For this purpose are they used. When a foreign warship enters Havana harbor these old relics are loaded with blank charges and boom their salutes quite as loudly and effectively as the guns of the latest model aboard the visiting ship.

Rising from the parapet is to be seen a marble shaft erected in honor of the valor and loyalty of the garrison in repulsing the expedition of Narciso Lopez and the American, Colonel Crittenden, at Las Pazas in 1851. Colonel W. L. Crittenden, a West Point graduate and a native of Kentucky, was persuaded by Lopez to join an expedition to Cuba for the purpose of attempting to free the Cubans from the hateful Spanish yoke. The expedition landed near Bahia Honda, about thirty-five miles from Havana. The Spanish captain general sent a large force from the garrison at Cabañas to meet Lopez and Crittenden, and the latter were overcome by numbers and defeated. Lopez obtained temporary safety by flight, but Crittenden and fifty of his men were captured and confined in a little fort called Atares across the harbor from Cabañas. A little later these fifty-one Americans were lined up and shot down by Spanish soldiery and their bodies thrown into a ditch which had

been dug nearby. Lopez was later caught and publicly garroted at the foot of the Prado. He was a Venezuelan by birth, but had been a general in the Spanish army. His sympathies, however, were with the Cubans in their struggle for liberty and in 1849, after having instigated an unsuccessful revolution against the Spaniards, he fled to the United States where he became an active conspirator in the revolutionary junta in New York.

Aside from the fourteen millions of dollars required to build Cabañas, there is a debt charged against her account which has resulted in the expenditure of sums far more vast and

the loss of lives she was intended to defend. To her is charged the importation of yellow fever to Cuba, through slaves brought from Vera Cruz to work upon the structure. This disease has been the greatest enemy with which the Spaniard has had to contend in Cuba. Up to the coming of American methods of sanitation at the end of the Hispano-American war, when the scourge was absolutely eradicated, thousands of subjects of Spain succumbed yearly to its deadly effects. Not only did Cuba suffer from the ravages of yellow fever imported to build Cabañas, but the United States and Europe were scourged for 150 years.



THE ENTRANCE TO CABANAS.



## CENTRAL PARK

Is Havana's Chief Recreation Ground  
Where the People Gather  
in Large Numbers.

Fanned by the cool sea breeze as it sweeps up the Prado, shaded by the beautifully trimmed laurel trees, decorated with a wealth of flowers and foliage plants of every color, with here and there inviting chairs and benches where the rich or the poor may stop to rest, Central Park is easily the most popular public institution in Havana. Here it is, that the little children of families living within several blocks are taken by their nurses in the cool of the afternoon that they may escape for a little while their four walled cages, and get a little glimpse of God's blue sky and sunshine and breathe into their little lungs deeper draughts of his pure air. Every afternoon the little tots, dressed in their "Sunday best" may be seen in the care of their nurses playing games like "Ring Around the Rosy," "King William," and other childish sports. To these little ones, is indeed the park a great institution and they live from day to day to enjoy it.

No less popular is the park to the older element. Every night the people for miles come to enjoy the promenades or to sit and watch others, seeing and being seen in turn, bowing here and there as they recognize their friends. To the poor, who can not afford to pay, are provided benches, but to those who prefer to be a little more exclusive, a charge of five cents Spanish silver will provide a seat, anywhere you can find one vacant, for a whole evening. The crowd is as democratic as any to be seen anywhere. On concert nights ladies of highest social eminence may be seen, promenading up and down, with costly dresses of the latest style, while just before, or just behind, may be a less fortunate sister, as far as world's goods go, in a plain calico dress, but enjoying herself fully as much.

Nights on which there are concerts by either the Municipal or Military band are the most popular, and the park presents a gay spectacle. Electric lights make the park as light

as day. Men less fortunate than those with families or friends to pass the time, may be seen here and there enjoying the evening papers while others are interested deeply in a book, fully as comfortable, if not more so, than if at home in easy chairs.

The band concert is one of which any city or country might well be proud. Professor Tomas of the municipal Band, took second honors at the Buffalo Exposition, and was highly complimented by Phillip Sousa, against whom he played. He is himself a composer of high merit. A typical program of one of his concerts is herewith given.

1. Paso doble "Oportunidad,"  
.....Schremser
  2. Fantasia "L'Asedio de Ar-  
bem" ..... Verdi
  3. "Polonesa" ..... Chopin
  4. Selecccion de "Lohengrin"  
..... Wagner
  5. Poema Sinfonico "Phaeton,"  
..... Saint Saens
  6. Two Step "Bedelia" .... Schwartz
  7. Danzon "Alquizar" .... Cisneros
- El Director, G. M. Tomas.

No less popular are the concerts given by the Military Band, an organization belonging to the Cuban army. This band is also under the guidance of an able master in the person of Professor Enrique Varona, who is a composer of rare ability. Some of his marches are remindful of the stirring qualities of the great Sousa.

During Spanish times the soldiers were everywhere in the Park, but now one sees only an occasional policeman who may be there for enjoyment as much as anything else. There seems to be no need for his services as every one is happy and the people good naturedly jostle each other when the crowd is at its height. Seldom does any one lose his temper. All have their "society manners" with them.

Surrounding the Park on every hand and adding to its bright gaiety by their myriad lights are the best theaters and many of the best restaurants and cafes of the city. If one becomes thirsty or desires an ice he is welcomed in a dozen places across the street where delicious refreshments are served. On the west are to be seen the National Theater, only a few years ago the third largest

opera house in the world, the Grand Inglaterra Hotel with its inviting cafe, the exclusive Cosmopolita Restaurant and the Telegrafo Hotel, cafe and ice cream parlors. On the south is the Payret Theater with the Hotel Pasaje just beyond. On the east is the Albu Theater, the Spanish Club, Centro Asturiano, the Polyteam Opera House, the Polyteama Vaudeville, the Polyteama Restaurant and the Salon H. On the north are to be found the two popular cafes and restaurants, Central and Aleman, and last, but not least, the Hotel Plaza. All of these establishments are such a part of Central Park that they share its fame.

In the center of Central Park and upon a raised pedestal is the statue of Marti. Marti is sometimes called the George Washington of Cuba, but he is generally known as the Apostle. He is the figure standing out most prominently throughout Cuba's last great battle for freedom. His was the guiding mind for years, and he was well and favorably known in the United States, where his sterling worth was recognized, and where, through him, much sympathy was created for the Cuban cause that might otherwise not have been so strong. This statue is of additional interest because it was sculptured by a distinguished Cuban, J. Vilaeta de Saavedra. Jose Marti was born in Havana in 1853 and was killed in battle in 1895. The symbolic meaning of the monument is best described by the sculptor himself in the following words:

"The figure represents the Apostle Marti in the act of addressing the Cuban people just after he has once more given to the winds the single-starred banner of freedom which was furled at Zanjón. Inspired by him, the Cubans in 1895 threw themselves into the second war of independence. In high relief around the pedestal I have symbolized their action; there are sculptured nineteen figures, which show this nation moving forward, men, young and old, armed and unarmed; women and children, all eager, straining towards the goal ahead, which is, Independence. And overshadowing them with her great white wings is Victory bearing the Palm of Peace."

The "Pearl of the Antilles"—Cuba.

## A TYPICAL VILLAGE.

Madruga is Pleasant for Tourists to Visit—Famous for Sulphur Baths.

A very charming excursion may be made to the town of Madruga, which can be reached in a few hours' ride from Havana. It is a typical Cuban village of about two thousand inhabitants, nestling among a pleasant group of hills, and has been famous for generations in Cuba for valuable sulphur and iron springs which abound there. There are large bathing establishments in this town, so that the healing waters may be advantageously enjoyed by the visitors.

The drinking water, also, known as "Copey," enjoys equal fame, and is highly recommended for disorders of the digestive organs. There is no doubt that on account of its excellent location and its close proximity to Havana, Madruga is a town with a great future before it. Already, very desirable hotel accommodations may be had there the year round, and, as in the case of Matanzas, it is so located with respect to the excellent highway system of Cuba that several delightful automobile excursions may be enjoyed.

Reaping and sowing are continuous in Cuba.



MARTI MONUMENT IN CENTRAL PARK.



## VUELTA ABAJO TOBACCO

Finest Leaf Is Produced Along Banks of Cuyaguaje River, 180 Miles from Havana.

The moment Spain's demand was for the best tobacco in Cuba, it developed that the finest leaf was that which had been furnished in small lots by certain isolated growers along the banks of the Cuyaguaje river, 60 leagues west of Havana or further, in lonely, neglected, unpopulated country, nominally a part of Havana's jurisdiction, but still in reality without government at all.

Governor de la Torre resolved to found a town out there, in the far west, and to name a lieutenant governor to reside in it, in representation of his authority. His object was to encourage the cultivation of the exquisite tobacco of Vuelta Abajo ("down country," as the west was indefinitely designated), by placing western vegueros in touch with the civil and social life of the rest of Cuba, by protecting them from pirates, and also from the extortions of district captains—petty officials—who were the more daring and arbitrary the further their commands lay from the reach of central authority.

### Legalization of Guane.

In 1774, Captain Fernandez, first governor of the newly created lieutenantancy (it was called Nueva Filipina), went into the west to establish his authority over the country from the Palacios river to Cape San Antonio. He discovered that he had no need to found a new town—one almost two hundred years old already existed within his jurisdiction; he had merely to legalize it to provide himself with a capital, and this he proceeded to do at once. The town was Guane.

Guane seems to have been, in those days, of an ambulatory disposition; its first location was Hato Guane, 12 miles from its present site; thence it moved into the Acosta Hills, from where it traveled to Sansueña, and next to Barrancas, finally settling down to stay atop a ridge of high land beside the Cuyaguaje river.

Originally, persons in 50 leagues around brought their children for baptism to its church; there are entries dated 1602 and these are not the first made, evidently. Gradually this great

jurisdiction (both civil and religious) was subdivided, and the parishes of Mantau, Baja San Juan y Martinez, and Pinar del Rio itself, acquired distinct identities.

### Supremacy of Far West.

Just as it was tobacco which first brought organized government into the Vuelta Abajo, with Lieutenant Governor Fernandez in 1774, so it was tobacco in the Cabezas de Horacio district which caused the development of Mantua (founded about 1716); it was the fact that their lands produced the best tobacco of all which changed the cattle ranches of San Juan y Martinez and San Luis into the best known plantations under cultivation today; and to the volume of tobacco business transacted there the city of Pinar del Rio (made the capital of Nueva Filipina in 1810) owes its importance, solely.

From the moment in 1774, that a distinction among good tobaccos was drawn in favor of the best, the rise of Vuelta Abajo as a center of tobacco production was quick. The far west immediately attained a supremacy which has never since been questioned. Tobacco culture throughout the rest of the island has regulated itself with reference to business there. In districts where once it prevailed, tobacco has been abandoned (i. e., in the immediate neighborhood of Havana); in others where it has not heretofore been attempted, it is developing (i. e., in the center and east of the island, at Cabaiguan and along the Cauto). In Vuelta Abajo, however, production has been uninterrupted (save during one short period in war times, 1895-8) from unchronicled years, prior to 1600, to date.

### "Just Growned."

The prosperity of tobacco culture has always been the prosperity of the west; and the prosperity of the west is, in notable degree that of all Cuba, since tobacco is the country's second largest export.

History of the tobacco business and that of Pinar del Rio province are one—and hard to trace in detail. "Happy," they say, "is the country which has no history." The remark is applicable to Pinar del Rio; that province, as it is today—rich, modern, and a factor in the world's commercial affairs—"just growned," in unobtrusive fashion, and unobserved, be-

cause events more spectacular than the cultivation of tobacco, but not as profitable, were holding general attention elsewhere. When the smoke finally cleared away it appeared that the five other provinces of Cuba were in possession of bloody annals, and of little else. Pinar del Rio, despite patriotic protests to the contrary, is lacking by comparison in those martial records mistakenly accepted in subtropical America as constituting the magna pars of history. In recompense she has intensely cultivated areas, a master grip on the world's tobacco market, and a reputation for tranquility calculated to assist toward even greater prosperity than that at present enjoyed.

Also it is worth remarking that outside Cuba which recognizes them as names of battles here considered famous, the words Dos Rios, Las Guasimas, Palo Seco and Wajay, have no definite signification; on the contrary, there is not a city on the globe to whose smokers the name Vuelta Abajo does not mean tobacco—and the best of it to be procured.

In the course of the centuries Vuelta Abajo has developed a tobacco plant peculiarly its own. Formerly this variety predominated in the vegas of the west. Transplanted to other countries, even to other sections of the island, it lost the distinguishing qualities developed solely in Vuelta Abajo. During the wars which swept Cuba this genuine Cuban tobacco was largely destroyed; in the mountain fastnesses of the far west, however, there were seedbeds and vegas which were undisturbed and these, when peace was restored, replanted Vuelta Abajo. At the same time, certain foreign varieties of tobacco—namely, Mexican plants and hybrids from the United States—were introduced there, at once attaining superior qualities, not equalled even in those places where they were indigenues.

These circumstances prove conclusively the excellence of the Vuelta Abajo tobacco is derived from peculiar conditions of soil and climate prevailing just within that small region and nowhere else. Thus has Nature protected Vuelta Abajo against successful rivalry. The quality of the tobacco grown there early recognized as the best there is, cannot be equalled.

## SANTA CLARA FORT.

Is a Battery Just West of Havana Was Completed in the Year 1797.

Santa Clara and Reina Batteries—Under the old order Havana was surrounded with defenses, the forts being supplemented with batteries in every commanding position. One of the most important of these was the Bateria de Santa Clara, completed in 1797, and named after the Count de Ricla, otherwise known as the Count of Santa Clara. It is the most western of the city's defenses, being placed in the hill near the shore, one

and one-half miles from the harbor mouth and commanding the sea approach. It is reached by the Vedado cars. Not far from it is the old Martello watch tower (Torreon de Vigia) at the San Lazaro inlet, where the Cuba-Key West cable lands. Near the inlet, between the car line and the water, formerly stood the battery called La Reina, a stone work which commanded seaward and was intended to resist the advance of an enemy from Chorrera. It was demolished in 1904.

No where in the world are people so care free as in Cuba. The secret is the climate and the country.



FIREMEN'S MONUMENT, COLON CEMETERY.



## MORRO CASTLE

Ancient Fortress Was Captured by the English and Americans in 1762. Building Due to Francis Drake

Morro Castle, the ancient fortress commanding the attention and admiration of every one entering Havana harbor, just as it stands out prominently from the mainland as one approaches Havana from the sea, so is its relation in history to the city it was built to defend. Since the year 1585, when the need of a Morro was realized, has the history of this city been inseparately woven about this stronghold. No place is richer in historic interest to the visitor to Havana.

To the English is due the building of Morro Castle, although they had nothing more to do with it than to show the Spanish rulers the necessity for such a defense. It is a coincidence that England, many years later, lost many of her sons to capture the very place which her former acts had caused to be built.

The necessity of a Morro Castle was first realized by King Phillip II. It was due to a visit to Havana in 1585 by Francis Drake. This great English corsair was on his way home after having sacked and plundered Carthage and stopped here on his way to renew his supplies of water and provisions. His coffers were already full of spoils from former conquests and he and men were anxious to return to their flesh pots at home. For this reason he took nothing here beyond a supply of turtles' eggs and hundreds of live turtles. These were killed and dried and added much to change the monotony of the bill of fare on board his ships.

The Spaniards feared Francis Drake almost as much as they hated him, and while his visit to Havana did not result in harm, it was realized that, with this city's constantly growing wealth and importance, it would soon become a prize, attractive not only to such sea rovers as Drake, but also as a jewel which any king might some time desire to add to his crown. Then it was that King Phillip ordered the construction of an impregnable fortress to protect Havana.

The plans were drawn by an engineer named Don Juan Bautista Antonelli and the labor was done by con-

victs and slaves. It was a tremendous undertaking because the deep moats had to be cut from the solid coral rock. Most of the fortress is built on this solid formation and a large part of the structure is actually hewn out of the rock. It has the appearance of an immense natural formation in which the hand of man assisted in its outline. It required twelve years to build it. Practically impregnable in its day, but of little use in this age of thirteen-inch guns, this antique stronghold still impresses one with its great strength.

To visit Morro Castle, one takes one of the small harbor boats to the Morro landing. Following an old shaded walk, lined on each side by thousands of stone ale bottle, emptied in days long past by Spanish officers in their efforts to drive off homesickness for those left in Old Spain, the visitor, after a steep climb, comes to the ancient drawbridge. Here, as in days of yore, a sentinel stops you, examines your pass, and if it is right, allows you to enter.

Like most Spanish fortresses, Morro is not a place to strike cheer to one's heart. On the contrary one feels a depression while within its gloomy walls and tales by your guide of the human suffering endured therein, in days not so very long ago, and the consciousness of horrible stories which could be told by those silent stones if they could but speak, causes the average visitor to rather hurry through the long dark corridors and satisfy himself with but a glance within the dark recesses of the dungeons, where Cuban patriots ate out their hearts while awaiting the pleasure of their Spanish masters. As one is conducted to the seaward side and catches a glimpse of the beautiful, deep blue waters, he feels relief until shown an innocent looking chute leading down to the depths, and is told, while built for the dumping of refuse, political prisoners were often cast alive into the waters below. Perhaps the visitor may think that, having been thrown into the water alive, some prisoners may have, like the hero of Alexander Dumas in his Count of Monte Cristo, freed himself of his bonds and swimming to the shore, escaped into the world once more. A careful glance into these waters on clear days will disabuse one of that

impression, because at the bottom is "The Shark's Nest," and there can always be seen from one to several of the cruel mouthed, hungry hyenas of the deep, watching you with wary eye as if hoping that you, too, might be thrown over to feed their insatiable appetites.

Towering above Morro is the great lighthouse, built in 1844 by the then Governor General O'Donnell. Posterity is not destined to forget this Irish name for it is blazoned in large letters which will only perish when the imposing pile of stone is no more. Any one whose avoirdupois is not too plentiful, should climb the dark winding stairs of the lighthouse to the summit, because from it will be unfolded a panorama of Havana that will more than repay the effort.

The guns on Morro are neither of great age nor modern. They are the best of any fortification in Cuba. Twelve of the cannon destined to guard the channel of the harbor are known as "The Twelve Apostles," and each bears its apostolic name.

The capture of Morro Castle by the English is one of the most interesting portions of its history. On June 6, 1762, the captain general of Havana was notified that an English fleet of two hundred sails had been sighted off coast of Cojimar, only six miles from Havana. Rumors of the coming of this fleet had reached the captain general, but he was incredulous, and as a result, was entirely unprepared for the emergency. The British fleet was under command of Admiral Sir George Peacock, and was taking advantage of the war between England, France and Spain to attempt the capture of Havana, already become one of the richest prizes in the New World and the key to all Spanish-American possessions.

The Spanish captain general, on learning the enemy was at hand, immediately caused the alarm to be sounded and began to assemble every available fighting man. With the troops in the different garrisons and the mustering of every citizen able to carry a gun, he succeeded in gathering a force of 27,610 men. The British had 14,041 men recruited in England, Jamaica and the colonies of North America, now part of the United States.

The Spaniards sent a force to pre-

vent the landing of the British at Cojimar, but the fort there fell and the troops, defeated, retired to Havana. Cabañas heights were captured soon afterward by assault and the enemy began erecting batteries on the hill so as to concentrate a murderous fire upon Morro. This work was completed by the end of June and the guns of the two opened fire on each other. The part of Morro just opposite to Cabañas was soon reduced to ruins, but still the brave commander, Captain Velasco, refused to give up. Finally the English commander, Lord Albermarle, mined under the foundations of the fort and when he was ready to blow it up, sent word to

Captain Velasco, telling him the facts and advising him to surrender as resistance was no longer possible. The brave Spaniard replied that he would fight to the last, and he did. The mine was fired the next day and caused great destruction. The English charged in over the fallen walls, but were met by Captain Velasco, who with his men, fought like Spartans until the brave captain fell, sword in hand. His second in command, Marques Gonzalez, when his chief fell, took the authority and fought just as desperately until he was killed. Then the garrison, overcome by mere force of numbers with both commanders dead, could only surrender.



BELEN CHURCH.



## ROUTES TO HAVANA

Florida Tourists' Logical Point of Departure for Cuba—Five Days From New York and Return.

(By L. D.)

The enterprise of The Havana Post in getting out its annual Tourist Edition is indicative of the push and energy of the times in Havana; as it is intended as a guide and directory for Cuba to be largely distributed throughout the United States and Canada, its issue would hardly be complete without at least a brief article on "How to Reach Havana."

This, indeed, is a progressive age, and nothing more clearly marks it than the methods of modern travel. Strange to say, our methods of travel have outstripped the knowledge of the traveler in many instances; as an example, a short time since while the writer of this article was traveling by train through one of the Eastern States he heard two men in the Pullman smoker discussing various foreign countries, and was surprised at hearing one of them say he had always wanted to visit Cuba, but that one might just as well take a trip to Europe, as Cuba was so inaccessible and it took so much time. They were exceedingly surprised when I told them that business men from New York called to Cuba on business that required haste in travel could leave New York during the winter season, when the justly celebrated New York and Florida trains were in service, make the round trip, have a day in Havana, and be back in New York in five days—not only that but travel in every comfort while doing it.

The Florida Special trains are an education in themselves—electric-lighted, solid vestibule steel Pullmans, library, barber shop, dining cars, electric fans, etc. These trains, the aristocrats of the rail sweep North and South, with the regularity of a clock, landing their passengers at either Knights Key on the East Coast or at Port Tampa on the West Coast of Florida; then it is but to step on board of one of the fast mail ships of the Peninsular and Occidental Steamship Company's fleet, and a short and delightful sea voyage, eight hours on the sea by way of Knights Key, and

about eighteen by way of Port Tampa, including a stop of a couple of hours at Key West, where one can spend the time profitably as well as pleasantly in inspecting Uncle Sam's fortifications which are of such formidable proportions as to have earned for this island the sobriquet of the "Gibraltar of America"—but, there are many other attractions aside from the troops, forts, ships-of-war, etc.—cigar factories, sponge fisheries, excel-

pass through Jacksonville—the gateway to Florida—and speeding south be landed at shipside without change of cars. For those desiring to tarry awhile liberal stopover privileges are allowed on all tourist tickets. Surely there is temptation enough, with the trains passing through such towns as Sanford, Orlando, Winter Park and DeLand and the West Coast; or if your tickets reads via the East Coast your route will take you through the

men's paradise. All these things you may see and do coming South, or if you prefer take them in after your visit to Cuba, as tickets on sale all over the United States and Canada, known as Winter Tourist tickets, have a six months' return limit and permit stop-overs at all points in Florida.

It is important that the tourist contemplating a trip to Florida should know that for a very small additional

electric lights, automobiles, etc., and ancient in that it's picturesque old fortifications, churches, walls, etc., are side by side with the wonders of modern times.

Let no one think, however, that because they are in a foreign land they are out of touch with things at home—The Post and other up-to-date newspapers will disabuse your mind at once, from their columns you can glean the news of the world as given out by the Associated Press, and you can cable New York and have an answer in less than half an hour.

When your visit has ended you go to the office of the Peninsular and Occidental Steamship Company, and in addition to securing your state-room on shipboard, you can also secure your Pullman reservation, Pullman tickets, have your baggage checked through to destination and transferred from your hotel. Arrangements have been made to save passengers, via this Line, the necessity of having their baggage inspected upon landing in the United States, as inspectors at Havana do that ere passengers leave; so that on landing once again on United States soil you pass on without hindrance.

## FREE EVENING CONCERTS

Municipal and Artillery Bands Render Program in Park and at Malecon.

Havana has several excellent bands. The Municipal band proudly retains first place, under the able leadership of Director Tomas. It has won recognition at home and abroad. The Cuartel General band comes second. Both these bands play to the public on Sunday afternoons and evenings and on certain evenings during the week.

There is a bandstand at Malecon and another arranged round the Marti statue in Central Park. When the bands play the people appear in crowds and walk round and round, listening to the music. There are chairs at Malecon and in the park. They are free during the day until 5 o'clock after which a charge of five cents Spanish money, is made. A ticket bought in either park is good in the other. The benches are free at all times.



"THE PRADO," THE WALK TO THE OCEAN.

lent fishing, boating and bathing, and most interesting of all the line of steel rails leading north over the blue waters of the ocean, that marks the coming of the new railroad, the extension of the celebrated East Coast Railway, which is to be completed and in operation in January, 1912.

As it is only ninety knots from Key West to Havana, this means that leaving practically any of the large cities of the East or West, one may

garden spot of the world—through quaintly interesting old Augustine, Rockledge, Palm Beach and Miami, and south of that to the delightful fishing camp at Long Key. If you happen to be fond of good fishing this will surely tempt you to stop off, for here all arrangements have been made for your coming—boats, tackle, bait, everything to tempt the angler, and in addition a fine camp, delightful cuisine makes Long Key the fisher-

sum he may purchase his tickets through to Havana and return; and surely all who come to Florida should make the trip to Cuba.

Other articles in this edition of The Post will amply describe Cuba as a tourist point in these days; so will merely say that having come to anchor in Havana's beautiful harbor, you have before you a city at once modern and ancient—modern in its splendid hotels, electric car service,



## GUIDE TO HAVANA

## Condensed Statement of Points of Principal Interest in and Near the City.

The following is a condensed list to points of interest in and around the city.

Albear Statue, erected as a memorial to the architect planning Havana's waterworks, Albear Park, one block from Central Park, between O'Reilly and Obispo streets.

American Club.—No. 83 Prado.

Atares Fort.—Place where Colonel Crittendon and his thirty Kentuckians were shot. Take Jesus del Monte cars to Cristina and then walk.

Botanical Gardens.—On Paseo Carlos III. Take Principe cars to entrance.

Caballeria Wharf.—Foot of O'Reilly street.

Cabañas Fort.—Take boat from Caballeria wharf. Fare ten cents.

Morro Castle can also be visited in connection.

Carcel.—Jail formerly used as state prison. Foot of Prado.

Cathedral.—Where Columbus was once buried. Empedrado and San Ignacio streets.

Cervantes Statue.—San Juan de Dios Park. All cars reading San Juan de Dios pass by the park.

Churches.—Roman Catholic Cathedral, Empedrado and San Ignacio. Belen, Compostela and Luz streets. La Merced, Cuba and Merced streets. San Agustin, Cuba and Amargura streets. Santa Catalina, O'Reilly street. Santo Domingo, O'Reilly and Mercaderes streets. Cristo (American; Augustinian Fathers), Villegas and Amargura streets.

Protestant Denominations.—(Services in English).—Holy Trinity Cathedral, Neptuno and Aguila; W. L. Platt, secretary, 105 Prado. Methodist, 10 Virtudes street. Presbyterian church, Salud 40. Baptist Temple, corner Dragones and Zulueta.

Congress.—Senate Building on O'Reilly street, fronting Plaza de Armas. House of Representatives is one half block from Machina wharf.

Cristobal Colon Cemetery.—Reached by the Universidad-Aduana line of cars, fare 5 cents.

Custom House (Aduana).—Oficios street, foot of Teniente Rey.

Ferries leave Luz wharf for Regla and for the Regla station of the United Railways. Cuban Railroad, Havana Central. Fare, 5 cents.

Mr. Foster's Information Office.—Corner Prado and Central Park.

La Fuerza Fort.—The first fortification built for the defense of Havana. Near foot of O'Reilly and opposite Plaza de Armas Park.

Libraries.—National, in Maestranza building, Cuba and Chacon streets.

vana Electric street cars lines to Vedado. Fare is ten cents currency.

Malecon.—Havana's famous drive and promenade. One of the most beautiful in the world. At foot of Prado.

Markets.—Monserrate street, two blocks from Central Park, towards bay.

Matanzas.—Excursions by the United Railways of Havana.

Morro Castle.—Take small boat

from Concha station or Arsenal station, or via Vedado street car lines to Marianao.

Plaza de Armas.—This is the little park in front of the Presidential Palace and is located at the foot of O'Reilly and Obispo streets.

Park Seats.—The chair seats in Central Park and at the Malecon are free during the day. From five o'clock in the afternoon until ten at night there is a charge of five cents Span-



LA FUERZA.

Library of the Economic Society, Dragones No. 62.

Guanabacoa.—Formerly the summer residence of Spanish officials. Ferry from Luz wharf to Regla, thence by electric car.

Luz Wharf.—Ferry to Regla, is at the foot of Luz street. It is reached by all Muelle de Luz street cars.

Marianao.—Suburb west of Havana, reached by rail from Concha station, or Arsenal station, or via Ha-

from Caballeria wharf. Fare ten cents. Cabañas Fort can be visited in the same connection.

Palace.—Residence of the president and official center of the Cuban government. Entire block near foot of O'Reilly and Obispo streets. Opposite Plaza de Armas.

Paula Hospital.—San Isidro street, between Cuba and Havana.

La Playa.—Cuba's popular bathing beach. Trains every half hour either

ish silver. A ticket bought in either of the two parks is good for vacant chair found in both places. The benches in both parks are always free.

Police Headquarters.—Corner of Empedrado and Monserrate streets. Regla.—Take Muelle Luz cars to Luz wharf then transfer to ferry.

Temple of Columbus.—Where mass was first said at founding of Havana. Foot of O'Reilly street.

## O'REILLY AND O'DONNELL

## Two Irish Names Playing a Prominent Part in Havana's History.

General O'Reilly, after whom O'Reilly street was named, and General O'Donnell, whose name is associated with the Morro Lighthouse, and the O'Farrills and O'Lawlers, who were prominent in the history of Havana, were descended from Irishmen who emigrated from Ireland to Spain after the battle of the Boyne in 1690, and attained eminence in the Spanish service.

The O'Reilly, O'Farrill and O'Lawler families were prominent among the wealthiest sugar planters of the island during the last century. In the year 1704, in return for his services as alguacil mayor (high constable), Count O'Reilly y de Buena Vista received by royal grant a monopoly of carrying the carcasses of beef from Havana slaughter house to the butcher shops. The office of high constable long since ceased to exist, but the beef monopoly was handed down through the O'Reilly family and was enjoyed by them as a vested right until the year 1899, when it was terminated by General Brooke, then Military Governor of Havana. The price per carcass under the O'Reilly regime was fifty cents; when the monopoly was taken from them it was given to the city, which performed the same service for from 25 to 30 cents, a saving on the 300 carcasses daily of from \$75 to \$90.

When in 1784 France ceded Louisiana to Spain, and Don Antonio Ulloa went from Havana to New Orleans to take possession of the country for Their Catholic Majesties, the French inhabitants rebelled at Spanish domination, and drove Ulloa back to Havana; thereupon General Alexander O'Reilly organized a force here, sailed to New Orleans, and straightway made good the Spanish sovereignty over Louisiana.

Of Governor Leopoldo O'Donnell, who was governor from 1843 to 1848, it is recorded that by an ingenuous system of personal revenue (in modern phrase, "graft"), he acquired in his short term such immense wealth that when he went back to Spain the King himself was envious of him.



COLUMBUS CATHEDRAL

Discovering the New World as he did, anything recalling or associated with Columbus is always of interest and the Havana Cathedral where the bones of the great discoverer rested, is a never neglected Mecca of visitors in Havana.

The Cathedral's real name is Cathedral of the Virgin Mary of the Immaculate Conception. It is located on the corner of San Ignacio and Empe- drado streets, and though it is only a little over two hundred years old, im- presses one with its great antiquity. It is of the Hispano-American type of architecture, with two towers and a dome and is built of Cuban lime- stone from which until the recent advent of cement and steel, the prin- cipal edifices of Havana have been built. The Jesuits built this Cathed- ral in the year 1704 on the site occu- pied by a former church. Two of its bells which still ring out their deep rich tones all hours of the day and night, were cast in 1664 and 1698, re- spectively.

The visitor who would see the Ca- thedral during hours that it is not open for services, is admitted through a gate to the right into a triangular courtyard. On one side is the ecclesi- astical court room, the walls of which are adorned with portraits of former bishops of the Island. Beyond are the the cloisters and the yards of the Theological Seminary of San Carlos.

If the visitor comes well recom- mended, the good priest in charge of the Cathedral will take interest in showing one through the mahogany chests in which are stored fortunes in magnificent robes, trimmed in rare laces and gold and silvery embroid- ery, used in the various ceremonies of the church. No woman will call her visit to Havana in vain who has gained a peep at the treasures hidden in this room.

On the walls are life-like paintings by some of the oldest and most fa- mous masters. Some are of almost incalculable value.

From the robing room a door leads to the high altar and chancel the in- terior walls of which are finished in dark marble. The columns are of highly polished mahogany and the choir stalls are of the same wood but magificently carved. The altar is of

Carrara marble. The baldachin con- tains a sculptured image of Our Lady of the Immaculate Conception. The floor is a mosaic of colored marble.

The ceilings are all elaborately and beautifully painted. In the dome are likenesses of Moses and Prophets and Evangelists. On the walls, Abraham and Sarah to whom the promise is given: "Sarah thy wife shall bear one son," and Christ and the Woman of Samaria. A small painting always

sin. Above the altar of San Cristo- bal, St. Christopher, the patron saint of Havana, is a picture which repre- sents the giant-statured Christopher bearing on his shoulders through the flood the Christ Child, who holds the world in His hand. In an ante-cham- ber off from the altar is the chapel of Santa Maria de Loretto, a repro- duction of the shrine of Loretto in Italy. The legend is that when in the year 1295 the Santa Casa or Holy

may be noted a slight discolorization in the wall. In this place in a small niche are supposed to have been plac- ed the bones of Columbus. The Great Discoverer, when he died bro- ken hearted in Valladolid in 1508, stat- ed in his will that he wished to be transferred to Seville and later Spain obeyed the last wishes of the man who had added so many new coun- tries to her possessions and transfer- red his bones to Santo Domingo.

Lorenzo. They were received here with imposing ceremonies and placed in the niche of the chancel hereto- fore described.

In the year 1898 when the Spaniards evacuated the Island of Cuba to the Americans, again was it against their will to leave these precious relics to the care of an alien race so they were taken back to Seville where they had been once before, and there they rest today. In the meanwhile Santo Do- mingo claims to have found other bones which have been "positively" identified as those of Columbus, and it is asserted that those brought to Havana were those of a son of the discoverer. An old priest who attend- ed the exhumation of the bones from the vault in the Havana Cathedral has assured The Post that among the bones was a little golden cross in- scribed in Latin as having been pre- sented to Columbus by Queen Isa- bel and this in his mind establishes the identity of the bones beyond a doubt as it will also in the minds of others.

BEAUTIFUL VEDADO

Aristocratic Residence Quarter Was Once Wilderness Feared by the Town.

Street cars, with sign-boards read- ing either Vedado.San Juan de Dios in white and red or Vedado. Muelle de Luz in white and green, which pass Central Park, will convey the tourist into the aristocratic resi- dence district of Havana, called "El Vedado," which means, translated, "Forbidden Ground."

Now this whole vicinity is built up with villas, which are the summer homes of the wealthy, each set in its garden of flowers and foliage plants and shading evergreen trees.

The Calzada, the boulevard follow- ed by conveyances driving out from the city, is one block to seaward of the car line, which follows Linea street. The visitor should alight, say at Second street, and walk over a block for the pleasure of seeing bones typical of the quarter. Near by is Chorrera fort on its rocky islet.

THE LIMA.

The lima is somewhat like the lime with the flavor of the grape.



COLUMBUS TEMPLE.

greatly admired and reputed to be by Murillo, represents the Pope and the Cardinals celebrating mass preparatory to the sailing of Columbus. The Madonna del Carmen, the Virgin and Child releasing souls from torment, a favorite subject in Spanish ecclesiastical art. Maria de la Concepcion, the Immaculate Conception; the Virgin stands on a globe with foot resting upon a serpent, typical of her triumph over a world fallen through

House of Nazareth, the birthplace of the Virgin and the scene of the An- nunciation, was threatened with pro- fanation at the hands of the Saracens, buried on the island of Santo Do- mingo. He was first buried in Val- ladolid. Afterwards his remains were it was borne by angels over land and sea and deposited at Loretto, which has ever since been one of the famous shrines of Christendom.

To the left of the altar in a corner

There they were placed in the Co- lumbus Cathedral until the island was taken by the French in 1795. The Spaniards did not want to see the re- mains of their great countryman pass under the control of an alien race and their removal was ordered to Cuba. The bones believed to have been those of Columbus were exhumed from the floor in front of the altar of the Santo Domingo church and brought to Ha- vana in the Spanish battleship San



**VENTO SPRINGS.**

Furnish Havana With One of the Purest Water Supplies in World. Comes from 400 Springs.

Vento Springs, the source of Havana's water system, is one of the most interesting and picturesque localities in Cuba. It is located nine miles south of Havana at a place called Vento and daily automobile excursions are taken there for the convenience of tourists.

The clearness and apparent purity of Havana's water never fails to cause the remark that it looks "just like spring water." That is what it should look like, for that is just what it is. The visitor on being told this, will, as a rule, wear a rather incredible smile, expressive of doubt that one spring can supply this city of over 300,000 inhabitants. The answer is that the supply is not from one spring, but from four hundred, all boiling up within a small circumference and imprisoned in a heavy wall of masonry down which are steps allowing one to approach to the very brink of the water. The water is very deep, but just as clear there as it is in the crystal goblet when drawn from the hydrant. The daily supply from these springs is 40,000,000 gallons, and it is absolutely free from all organic matter. It is somewhat hard owing to the limestone in solution.

Whether one is engineer or just an ordinary layman, with no knowledge of such things, the engineering work which imprisoned these springs and drew them to Havana, never ceases to be admired. The water is delivered to the suburb of Cerro entirely by gravity, requiring no pump or expense whatsoever other than a care taker to see to it that no foreign matter is allowed to get into the springs. At Cerro the water is deposited in a great reservoir and then pumped to Havana for the purpose of giving it a heavy pressure. Before the building of high houses in Havana the pumping station was not a necessity, as the water came all the way from Vento, carried along by its own gravity.

The secret of the construction of Vento waterworks lies in the use of

heavy iron pipes located in a tunnel under the river by this means in two of masonry. Travelers in automobiles out toward Vento often wonder for what purpose are a number of uniform little brick houses stretched along at equal intervals for miles. Under this line of houses is flowing Havana's water supply and they are built to render easy and quick any repair which may be required at any time. But it is seldom anything ever

seen just off Central Park and at the head of O'Reilly and Obispo streets. Albear was born in Havana in 1811, and was graduated as a civil engineer in Madrid. He entered the Spanish army and because of his engineering attainments rose rapidly. He was made a major and later a general. His greatest achievement was the Vento system. He died here in 1889.

The monument is by the Cuban sculptor, Saavedra. It is life-size and

an open ditch which succeeded another open ditch built in 1592. This ditch can still be seen filled with running water running back of the botanical gardens. The use of the water because of its exposed condition is prohibited by the health department.

The surplus water from these springs form the source of the Almendares river which empties into the sea at Vedado, Havana's most popu-

**HAVANA'S POLICE**

Composed of a Fine Body of Men Who Reflect Credit Upon Community.

Surprise is almost always expressed by visitors in Havana at the excellency of the municipal police force. Travelers who are accustomed to many shortcomings of other similar organizations in the Latin-American countries where the policeman is a small lord and is to be served rather than to serve, know how to appreciate a body of policemen such as patrol the streets of Havana. There are exceptions, of course, but the average Havana patrolman is very polite and if a tourist comes to him in trouble or merely after information, he will, instead of merely shrugging his shoulders, if he does not understand, hunt an interpreter, and learning the trouble will do all that he can.

Woe to the Havana cabman who is caught trying to cheat a visitor. To the precinct he is sure to go and little mercy is shown him the next morning by the police judge.

Owing to swindlers, both American and native, who have made a living imposing upon visitors to Havana, a special squad of English-speaking policemen has been detailed to do nothing else but look after the welfare of tourists. These special officers are to be found at the passenger landing.

Havana's police force was organized in 1898 by John McCullagh, ex-chief of police of New York city. He was very careful in his selection of his men, choosing those who had served in the war of independence, and enjoyed a reputation for cool-headedness and bravery. In physique the Havana policeman will compare favorably with the average policeman in the United States, but as a rule what he lacks in stature and avoirdupoise he makes up in bravery and energy.

The force is being constantly improved. Only recently the chief visited several of the larger cities of the United States so as to get ideas helpful to his work. His visit has resulted in much good, especially in the formation of special traffic squad to look after travel in Havana's crowded streets.



ON THE RAMPARTS OF CABANAS.

happens to this admirable system. In thirteen years' residence here the writer only knows of two general interruptions of the water service through the bursting of pipes and the work of repair in each instance was only a matter of a very few hours.

This system of waterworks was built at a cost of \$5,030,000 by a Cuban engineer named General Francisco Albear. A statue raised in grate-

is supported upon a pedestal carved with faces wreaths and engineering emblems. It bears this dedication in Spanish: "The City of Havana has erected this monument to her illustrious son, D. Francisco de Albear y Lara." Havana is signified as a dignified female figure bearing on her breast the castles and the key of the city's escutcheon.

Before the construction of the aque-

lar residential suburb. A trip up this river in a small motor boat is a very pleasant experience. It is very deep and the current is treacherous so that the visitor would better resist its invitation to plunge into its clear, inviting waters for a swim. The scenery along the banks of this river, especially in the vicinity of the Tropical Brewery, which obtains its power from its current, is among the pret-



## CUBAN OPPORTUNITIES

Great Possibilities Lie Here in Producing Foodstuffs for Local Consumption.

Great possibilities lie in Cuba for agriculturists who wish to produce staple products for island consumption. United States Consul General Rogers has prepared an interesting article along this line. He says:

In the table which follows, some staple articles of Cuban diet are given, and it is certain that the list constitutes the bulk of the food stuffs consumed on the island. Add to the items given, those of bread, fish of various kinds, and fruit, and one has practically the food list of the great majority of the Cuban people. The table gives the importation of these foods in the calendar year of 1906, the latest available printed statistics. Those of the current year will probably equal in volume those of 1906, but the prices will be somewhat higher.

Article.	Pounds.	Value.
Rice .. .. .	192,766,374	\$4,045,137
Coffee .. .. .	21,357,127	2,432,797
Potatoes .. .. .	82,155,823	1,104,577
Onions .. .. .	20,319,560	398,862
Beans .. .. .	28,241,356	1,010,629
Eggs .. .. .	4,643,885	824,389

Value is given in U. S. currency.

The duties levied in 1906 upon these six great items for food stuffs was \$3,832,278, accounting for about 12 per cent of the total revenue for the year and about 15 per cent of the total collection for customs. All of which is highly significant when it is known that the per capita charge on account of customs duties in Cuba is about \$12.50, and that the duty levied upon these food stuffs, a portion of which at least could be produced at home, averaged about 39 per cent upon the valuation assigned.

### Wholesale Prices in Havana.

To show, however, what the Cuban and other people had to pay for them, a table which follows shows the present approximate wholesale prices (they are higher than those of the year 1906) in Havana, the currency used being that of the United States: Coffee (green), per pound.....\$0.22 Rice, per 100 pounds ..... 3.65 Potatoes, per 100 pounds ..... 3.50 Onions, per 100 pounds ..... 2.75

Beans, per 100 pounds ..... 3.50 Eggs, per dozen ..... .45

These prices are only an approximation, because varying conditions cause changes.

### Possibilities in Production of Foods.

Rice.—The island of Cuba in many parts is well adapted to raising rice, and this is especially true of the south coast when plentiful irrigation can be had. It is already raised in small quantities, but the price of Cu-

growing in Cuba until labor gets cheaper, and that probably can only be accomplished by the introduction of Asiatics for such work as rice growing.

Coffee.—Although coffee from the world at large pays a duty of \$23.40 per 100 kilos, and of \$18.72 from the United States, and although Cuba was once a coffee-growing country, the industry in all parts of the country has languished on account of the

guaranty of the continuance of the duty at its present figure, then Americans or any others who can learn coffee raising and preparation should make money in the industry. But let labor prices advance, or the government abandon the policy of encouraging coffee growing, and there is a probability of Cuban coffee growing going the same way as in the old plantation area of the province of Pinar del Rio.

as represented by cold storage plants would overcome the latter difficulty at least and be profitable not only for the native product, but also for the imported.

Eggs.—This product and its source, the chicken, constitute the greatest matter for wonder as to Cuban importation. Knowing that the chicken will thrive in Cuba, its apparent scarcity, as judged by its price (45 cents a pound), constitutes a ground for reflection upon the people. Theoretically, therefore, the raising of chickens and the production of eggs which would follow should be one of the most profitable of human endeavor here. The climate is not too hot, natural food is easily raised or is obtainable by foraging, there are no animal enemies, and the chicken and the egg are now staple articles of diet. In the year 1907 the egg importation rose to over \$1,000,000 in value, and every gulf port steamer is now crowded with chickens. Given protection in all ways, the chicken and egg business in Cuba should attract capital.

## GAME AND SHOOTING

Quail and Wild Pigeons Are in Great Abundance—Deer Hunting Is Popular Sport.

The lover of hunting can find plenty of game in Cuba in the shape of quail, wild pigeons of various kinds, and deer. The quail and pigeons are very abundant and the hunter is nearly always repaid for his tramp through Cuban meadows.

The Cuban deer is of the antelope type, very much in favor with epicures because of its tenderness and flavor. Deer hounds are kept in large numbers in the city of Havana by lovers of this sport who find abundant game in the hills within two hours' ride of the capital.

The seasons are as follows:

Quail, from November 1 to February 28.

Pigeons, and all other birds, from October 1 to March 31.

Deer, from September 1 to February 1.

There are also English snipe and ducks.

License given by the governor of the province, \$6 per year. May be renewed every year by paying same amount.



TYPICAL HAVANA HOMES ALONG THE PRADO.

ban labor, as compared with that of the East Indies, renders possible the shipment of Asiatic and Indian rice more than half way around the earth and the payment of a duty of \$1.29 per 100 kilos (kilo equals 2.2 pounds) upon all shipments of rice from countries other than the United States, which, in spite of a 40 per cent reduction, could not compete even if it was desired to do so. However, this would not argue for profitable rice

cost of labor. This statement should be qualified, however, to this extent; In Oriente and Santa Clara provinces it is stated that new plantings are doing well physically and financially. Their financial condition is accounted for by better production and by the use of modern cleaning machinery, both of which, it is said broadly, almost enable the raising at the price of the protection afforded by the duty. If such is the fact, and there is a

Potatoes.—Practical experiment has proven that Irish potatoes, as well as sweet potatoes, will grow in Cuba and grow well. They are raised in every province of the island now, and there does not yet seem to be good reason why a liberal percentage of the tubers used should not be taken out of Cuban soil. It is alleged that the climate during about half of the year is not favorable to growth and storage, but it is believed that modern methods



## LA GLORIA COLONY

Founded in 1899 in Unbroken Forest  
Americans Have Made it Blossom Like the Rose.

La Gloria is an American colony situated on the north coast of Cuba, about fifty miles west of the old Cuban city of Nuevitas, which is its port of entry. Nuevitas Bay is one of the finest harbors on the north coast and capable of accommodating an immense shipping. The route from Nuevitas to La Gloria is through the inside waters of Nuevitas and Guanaja bays (transportation). La Gloria lies back from the bay four and one-half miles, thus securing a desirable elevation. The Cuban government has built a macadam boulevard from the port to the bay, Port Viaro, to La Gloria.

The town site is one mile square and lies on a side hill with an elevation of about one hundred feet to the mile, thus affording adequate drainage. Its broad avenues run up the hill, while its streets cross the avenues at right angles. Excellent drinking water is obtained at La Gloria from wells at a depth of from ten to fifteen feet. The health of the town has been most remarkable.

The climate is delightful all the year round, with a difference of but ten degrees in the temperature between summer and winter, the thermometer ranging in summer from 70 degrees at night to 90 degrees in the day time, and in winter from 60 degrees at night to 80 degrees in the day time.

In 1899 the town site La Gloria was laid out in what was then an unbroken forest, and in January, 1900, the first colonists arrived.

At the present time La Gloria has a population of about 1,000, including the nearby plantations, with about 300 more settled in the surrounding colonies.

The plan of the town is distinctly American, the wide streets intersecting each other at right angles, a large park in the center, and ample school and church lots. About 90 per cent of the residents are English-speaking, the majority being Americans with British a close second.

There are about 150 frame buildings

and quite a number of adaptations of the Cuban palm house. Most of the cottages have attractive settings and there are many neat yards gay with flowers and ornamental exotic shrubbery.

The daily needs of the people are well supplied by nine stores. There are three American and two Cuban grocery stores, two dry goods stores, a clothing store and a hardware and stationery store.

generous donation from the Cuban government.

The town has two churches, the Methodist Episcopal and the Episcopal.

The chief enterprise of the colony is the cultivation of citrus fruits, oranges and grape fruit. The manufacture of marmalade, canning of pineapples, etc

At the present time La Gloria can lay a box of fruit down in New York

## COLON CEMETERY

Monument to the Student Martyrs.  
The Firemen's Monument.  
Garcia's Tomb.

To reach Colon cemetery the visitor should take the Aduana-University car leaving Central Park by way of Neptuno. It will bring him to the ponderous gateway of the cemetery surmounted by its massive group of

president with a view to arranging co-operation between the Cuban and the American forces at the commencement of the Spanish-American war. Almost opposite is the tomb of Cuba's most dearly beloved warrior, Generalissimo Maximo Gomez, commander-in-chief of the Army of Liberation at the head of which he rode when Cuba came into her own and the tricolor flag of the single star entered Havana borne by a victorious host of men who had fought and won their country's independence.

A little to the left, on a side avenue, is a monument erected to the Student Martyrs, shot at Punta in 1871. The figures at the base of the shaft represent Justice and History, truth written in her scroll. The winged figure emerging from the door open in the pedestal is symbolical of Innocence. The monument is the work of the Cuban sculptor, Saavedra. The boys buried here were charged with desecrating the tomb of a Spanish journalist. They were tried by court martial while a mob of Spanish volunteer soldiers and local riff-raff howled outside the prison walls. To appease the rioters they were lined up and executed, against the wall of a house which formerly stood opposite the Carcel, at the foot of Prado. A fragment of the wall, with a memorial tablet, stands there.

Behind the chapel, which is opposite the main entrance, is a plot of ground where the victims of the Maine were buried until their removal to the United States. Before one arrives there one passes the costly Firemen's Monument erected by popular subscription to the memory of 30 members of the Volunteer Brigade who lost their lives in performance of their duty when a warehouse burned on Mercaderes street. Gunpowder stored within the building, in defiance of the law, exploded in the conflagration and many persons besides these here buried were injured and killed.

## SAN DIEGO.

Above Tricornia, the immigrant camp opposite Havana, there is an old fort called San Diego, used now as a residence. It probably antedates both Morro and Cabañas.



TACON BOULEVARD, LEADING TOWARDS PRINCIPE CASTLE.

There is also a sawmill, a blacksmith's shop, a general repair shop, a barber shop and several carpenter's repair shops. The bi-monthly "La Gloria Cuban American" has been printed and published in the town for over five years.

In the matter of educational facilities La Gloria colony is fortunate in the possession of an unusually good primary school taught by an American certified teacher and supported by a

at a low cost by reason of the all-water route to the steamer's side at Nuevitas. Between Nuevitas and Port Viaro an adequate service for freight and passenger transportation is maintained by a steamer and two gasoline launches.

To bring the interior transportation facilities thoroughly up to date, a belt line railroad is to be built around the colonies with branches running to the groves in all directions.

figures of heroic size, symbolizing Faith, Hope and Charity. Below is a bas relief, the central figure of which is Columbus bearing the light of religion into the New World.

The cemetery contains many handsome monuments and not a few tombs of historic interest. Just beyond the entrance on the left is the resting place of General Calixto Garcia, recipient of the famous "Message to Garcia" sent by the American



ISLE OF PINES

Is Largely Settled by Americans Who Own the Greater Part of Its Real Estate.

The Isle of Pines is a small island situated off the south coast of Havana province. It has been largely settled by Americans who now form the greater part of the population.

These Americans are devoting themselves principally to the growing of citrus fruits for which the island is especially adapted.

The island in general is a plateau, ranging from 50 to 100 feet above the sea level, and broken by ridges and cliffs. The highest altitudes are reached by the Sierra de Caballos, 1,674 feet, and the Sierra de Canada, 1,650 feet. Mount Casas also has several hundred feet of altitude and is apparently entirely composed of very beautiful marbles of various colors. Mount Cristales is another remarkable formation earning its name because it is abundantly covered with green rock crystals. The northern part of the island is covered with pine trees and other valuable woods. This land is virgin and exceedingly rich. Its area is 614.34 square marine miles, or 521,381 acres.

The island's greatest fame has been earned by its warm springs which has given it a world-wide reputation, which, judged from official and individual reports as to the curative properties, are especially noted for curing stomach and kidney diseases and rheumatic troubles. Baths are erected over the springs and the island is visited by many invalids who find relief from the disease mentioned.

The climate can certainly be described as one of the finest on earth. In fact, the soil, climate and water of the northern portion are ideal. The mercury seldom goes above 90 degrees and never below 58 degrees. The average for the year may be stated as 75 degrees. The sea breezes penetrate every part of the island, and, passing over the pine forests, are gentle and invigorating, tempering the heat of summer and lessening the cold of winter. The nights are generally cool and pleasant. There is no doubt

that in time, as the island becomes better known, it is destined to be a most important health and winter resort, as the conditions of the climate and vegetation combined make it attractive both to invalids and others who are in search of a more uniform temperature or who may wish to escape severe northern winters. No yellow fever, cholera or epidemics of any kind have ever been known to make their appearance on the island.

suitable for tobacco, although it can be used also in the cultivation of sugar.

The soil is so fertile and the climate so salubrious that all the fruits and vegetables of the tropics, and nearly all the vegetables and some of the fruits of the temperate zone, can be grown.

Poultry and live stock do very well all the year round. Hogs fatten on the wild fruits and palm nuts and cat-

been a large influx of Americans into the island; it is estimated that there are now nearly 8,000 American property holders, large numbers of which are making homes there.

There are American schools and churches, and a bank conducted by Americans. American money is the currency of the island. The American government of intervention expended over \$146,000 in building good roads; of this sum \$73,000 was spent

MINERAL SPRINGS

Cuba Has Several Which Are Very Beneficial in Their Medicinal Effects on Various Ailments.

San Diego de los Baños, Province of Pinar del Rio, has sulphur baths on the bank of the Caiguanabo river. The four springs for which the town is noted are named the Tigre, the Templado, the Paila and the Santa Lucia. They are all inclosed under a single roof and have an average temperature of 90 degrees. They are claimed to have great curative properties for all skin diseases and are also of great value in rheumatic diseases and nervous affections. The place has a wide patronage and make pretensions as a popular resort. General Ulysses Grant during his tour of the world, spent some time at these springs, taking the baths.

Springs of mineral water are also found in the municipal district of Mariel. In the district of San Cristobal are springs called Soroa.

In the Province of Havana springs are found at Guanabacoa, Madruga and Santa Maria del Rosario. The Santa Rita baths of Guanabacoa are popular with many residents of Havana. Madruga has warm sulphur baths of curative qualities in cases of skin disease, and also springs of mineral water said to be excellent for stomach trouble.

The baths of Santa Maria del Rosario are famous for their medicinal qualities.

There is an abundance of natural springs all over the Isle of Pines, and those of Santa Fé have an established reputation for their curative properties, both in Cuba and abroad. The waters are said to be particularly rich in iron and magnesia, as well as oxygen and carbonic acid gases, chloride of sodium, sulphate of lime, carbonate of lime, chloride and nitrate of calcium, and silica. The temperature of the waters is generally about 82 degrees Fahrenheit. Some of the larger springs flow a stream of water the size of a man's body.

Beans.—All kinds of beans are said to thrive in Cuba, but the product is subject to the ravages of the worms, and therefore must be protected in storage



HAVANA'S CURFEW—CA BANAS' NINE O'CLOCK GUN.

Although it is south of Cuba, the temperature is somewhat lower, and it is visited both by the sick from Cuba and abroad, who come to be cured by the pure air and beneficial waters of its springs and creeks.

The island produces fruits of all kinds and certain parts are probably as well adapted to tobacco culture as that of the famous "vuelta abajo" district of Cuba. The rich arable land scattered among the hills is especially

tle on the rich grasses. The island appears specially fitted for grazing, and in time will doubtless become an important source of supply of cattle and sheep for the West Indies.

The soil of the Isle of Pines is admirably adapted to citrus fruit culture, vegetable farming, pineapples and other products, and these resources are being developed by settlers from the United States. Since the Spanish-American war there has

on the road from McKinley to Nueva Gerona and in the construction of an \$8,000 steel bridge over one of the rivers of the McKinley colonies.

The island is reached from Havana by the Union Railway, from Villanueva station, to Batabano, there connecting with steamer for Nueva Gerona (60 miles) and other ports. A wireless telegraph service between Havana and the Isle of Pines is maintained by the Cuban government.



## YELLOW FEVER NO MORE IN CUBA

Disease Which Formerly Scouraged Island Has Been Eradicated by Modern Sanitation Methods.

Yellow fever is a disease of the past in Cuba. Modern sanitation methods together with the knowledge of how the disease is transmitted, has resulted in its being entirely stamped out. The disease has also lost a great deal of its danger because the means of preventing its spread being known, even though a case is imported to the island, by placing the patient where mosquitoes can not bite him, all possibility of infection is avoided.

The eradication of yellow fever from the island of Cuba, where it had existed for one hundred and fifty years, was one of the most remarkable and momentous achievements in the history of medical science. The result was made possible by discovery of the fact that a certain mosquito was the agent of transmission of the disease from one human being to another. The theory of the mosquito's agency in the transmission of disease was first propounded by Dr. Carlos J. Finlay, of Havana, in 1881; and in 1900 its truth was demonstrated by a series of experiments conducted by a board of investigators sent to Cuba by Surgeon-General Sternberg.

The conclusions of the board, based on these experiments, were:

"1. The specific agent in the causation of yellow fever exists in the blood of a patient for the first three days of his attack, after which time he ceases to be a menace to the health of others.

"2. A mosquito of a single species, *Stegomyia fasciata*, ingesting the blood of a patient during this infective period, is powerless to convey the disease to another person by its bite until about twelve days have elapsed, but can do so thereafter for an indefinite period, probably during the remainder of its life.

"3. The disease can not in nature be spread in any other way than by the bite of the previously infected *Stegomyia*. Articles used and soiled by patients do not carry infection."

These conclusions pointed so clearly to the practical method of exter-

minating the disease that they were at once accepted by the sanitary authorities in Cuba and put to the test in Havana, where for nearly a century and a half, by actual record, the disease had never failed to appear annually. In February, 1901, the chief sanitary officer of Havana, Major W. C. Gorgas, instituted measures to eradicate the disease, based entirely on the conclusions of the commission. When the warm season returned a

in the several provinces: Pinar del Rio, eight years before. Havana, January, 1908. Matanzas, December, 1907. Santa Clara, February, 1908. Camaguey, November, 1907. Oriente, July, 1908. There have been to this writing no subsequent occurrences.

Automobiles brought by tourists to Cuba escape paying duty. Only a deposit is required and this is refunded when machine is reshipped.

## CUBA'S COMMERCE

The Island's Wonderful Recuperative Powers Are Eloquently Demonstrated in Her Trade.

The movement of trade since January 1, 1899, when the Americans assumed the government of the island demonstrates in an unmistakable manner the recuperative powers of Cuba and the possibilities of this isl-

by commerce from the time the American government took charge until the year 1908-1909. The figures since then have been correspondingly large, but although compiled by the Cuban government have not yet been officially published:

Year	Importations	Exportations
1899-00	\$76,870,000	\$49,399,000
1900-01	66,255,000	64,218,000
1901-02	66,063,000	54,247,000
1902-03	62,620,000	78,383,000
1903-04	74,492,000	94,399,000
1904-05	92,957,000	101,166,000
1905-06	106,505,000	107,256,000
1906-07	97,334,000	114,813,000
1907-08	98,829,000	112,122,000
1908-09	86,791,000	117,564,000

The above table shows Cuba's trade to have increased from a debit of \$27,471,000 to a credit of \$30,773,000, equal to an increase of 138 per cent in the exportations. The small balance in the year 1905-06 is accounted for by the heavy importations for that year.

The importations for the fiscal year 1908-09 were at the rate of \$39 per capita, estimating the population at 2,225,000, and the exportations for the same year were \$52.84 per capita, showing a gain of \$13.84 per capita.

Estimating the population for the United States at 88,000,000, the imports, which were \$1,311,920,224, would give \$14.91 per capita, and the exports, which were \$1,663,011,104, would give \$18.89, or a gain per capita of but \$3.98. The exports of the States for that year exceeded the imports by less than 27 per cent, while the excess of Cuba's exports over her imports amounted to 36 per cent. The imports for Canada for the same year were \$64.47, and the exports \$48.69 per capita, showing a loss in trade of \$15.78. The imports and exports of the United Kingdom were \$13.33 and \$10.06 respectively, a loss per capita of \$3.27; the same figures for France were \$37.50 and \$35.00, a loss of \$2.50. The imports and exports of Germany for the same year were \$34.03 and \$26.23, a loss of \$7.80. The imports and exports of Spain were \$186,501,800 and \$186,170,200, or \$9.44 and \$9.42 per capita, showing a slight loss.

The carriage parade on the Prado on Sunday afternoon is something that interests every American who comes to Havana.



ONE OF HAVANA'S QUIANT STREETS.

few cases occurred, but by September, 1910, the last case of yellow fever originated in Havana.

For a period of four years following, the island was free of the disease. Cases of yellow fever have since been introduced from time to time at different ports, but the disease has been promptly extinguished. Writing in July, 1908, Dr. Finlay, chief sanitary officer, reported that the last occurrences of yellow fever had been

## CUBA'S CAPITALS.

Havana is the capital of the Republic of Cuba, and is also the capital of the province of Havana. The cities of Pinar del Rio, Matanzas, Santa Clara and Camaguey are the capitals of the provinces of the same names. The city and province of Camaguey both formerly had the name of Puerto Principe. Santiago is the capital of Oriente province, formerly Santiago province.

and, which has only a very small part under cultivation, it being estimated that 9 per cent of Cuba's area is cultivated in cane; 2 per cent in tobacco, and 4 per cent in other crops. The movement of trade shows that 47 per cent of the imports are from the United States, and 83 per cent of the exports go to the United States.

The following data compiled by the bureau of information of the Cuban government shows the progress made



STUDENTS' MONUMENT

Memorial Erected in Memory of Innocent Students Shot by the Spanish Volunteers.

The Students' Monument in Colon Cemetery is a memorial erected in memory of eight students who perished as a result of one of the most shameful acts in the history of the Spanish nation in the New World.

In 1871 while the Ten Years' War for freedom was being carried on by the Cubans against the Spaniards, there was published in Havana an ultra Spanish paper called the Voice of Cuba. It was edited by a man named Gonzalo Castañon, a very able writer, but very bitter against everything Cuban. His attacks on the Cubans were always vitriolic but as they had no redress in their own country he was allowed to go unchallenged. Finally the editor began attacking the Cuban woman. The stinging articles from the pen of the Spaniard worked the Cubans into white heat, but how to get redress without plain assassination could not be solved. Finally a Cuban of high social position and the equal of the Spaniard in every way, went to Key West and from that place sent a letter to Castañon in which he stated that it was impossible to challenge him to fight a duel in Cuba but he challenged him to go to Key West, in the land of Freedom, and there meet him in mortal combat. The editor, against the advice of his friends who tried to persuade him to ignore the letter, accepted the challenge and went to Key West. There the two met and fought with pistols, the Spaniard being killed.

Castañon's body was brought back to Havana and buried with great military pomp in one of the niches in the old catacombs, remains of which can still be seen behind the San Lazaro leper hospital.

Some weeks after the burial of the editor, a party of medical students of the Havana University were in the cemetery and a Spanish soldier who happened to be there at the same time asserted that he heard the students speaking disrespectfully regarding Editor Castañon. At the same time it was alleged the marble tablet

in front of the dead man's tomb had been defaced.

The story of the soldier created a furor in Havana among the twenty thousand Spanish volunteers who were crowding Havana's streets. They immediately demanded vengeance. The tomb of Castañon was examined and some little scratches were found upon the tablet. It was alleged that these scratches had been done with a diamond ring by one of the students.

posed of forty young men, was arrested. They were tried by court-martial.

So loud was the popular outcry against the students that no lawyer could be found to defend their case, until a brave Spanish officer named Capdevilla offered to do so. He defended the young men with such eloquence and proved so clearly that there was no proof against the young men that the court could do nothing

washed his hands of it and granted the request putting the young boys, none were over sixteen, for a second time in jeopardy of their lives.

The second trial, as could be expected, was little more than a farce, and they were found guilty. The sentence provided that the forty students should be formed in line and every fifth one shot, and the other thirty-two condemned to exportation to the Spanish penal colony in Africa.

did not hesitate but quickly shoved his brother down one number and took his place. A prominent Havana merchant, on seeing his only son, one of the eight to be shot, on his bent knees plead for his life and offered to place him on the scales and pay as his ransom his weight in gold. Such sorrow only added to the joy of the jubilant volunteers.

The eight boys were then made to kneel before the part of the wall where the memorial tablet at the foot of the Prado is placed, and a squad of Spanish volunteers in charge of a sergeant, shot them to death.

The rest of the students were then shipped to Africa, sentenced to life imprisonment at hard labor.

This awful crime naturally had its reaction. When the full details reached Spain, the Spanish people there were indignant and the Spanish cortes ordered an investigation and as a result pronounced the students guiltless, and those sentenced to Africa were pardoned. Years afterwards a son of Castañon came from Spain for his father's remains and opened the tomb in the presence of a notary public before whom he made the declaration that it had never been disturbed.

The monument was erected from funds provided by popular subscription. It consists of an elaborately carved pedestal, supporting a shaft which is draped with mantle and wreath. At the base of the shaft are two noble figures symbolical of Justice and History. The scales of Justice are tipped and her sword is broken. Upon History's scroll is inscribed Verdad (Truth). Emerging from the open door, and bearing a tablet inscribed Immunis (Guiltless) is the winged figure of Innocence. The monument is by the Cuban sculptor Saavedra.



COLON CEMETERY GATE.

The Spanish soldier who had heard the remarks of the students made a declaration before a judge and implied that he thought they had also defaced the tomb.

The newspaper which had been edited by Castañon was joined by others of the Spanish press in demanding summary vengeance upon the medical students. It was impossible to ascertain what student or students were guilty, so the entire class, com-

but bring in a verdict of acquittal.

The result of the court-martial only enraged the volunteers the more, and they petitioned the captain general for another court-martial trial, with the stipulation that two-thirds of the judges should be officers of the volunteers. The captain general, like Pilate, when Christ was brought before him, knew the populace was demanding the punishment of the guiltless, and like Pilate, he also said he

The unfortunates were lined up against the commissary building, a fragment of which may be seen to the right of the Prado at the Malecon with a little cement fence around it, and a Spanish sergeant ordered every fifth boy to step forward. The boys comported themselves like heroes. One young man, counting more rapidly than the sergeant, saw that his younger brother was the fifth and consequently destined to be shot. He

SANTA CLARA BATTERY.

Santa Clara battery on the Havana-side of Vedado is occupied by troops, as are those other battery-barracks along the shore in that same suburb.

REINA BATTERY.

Reina battery has been razed to form the park in front of La Beneficencia Maternity Home and Cuban Asylum.



**REAL HABANO CIGARS.**

Genuine Article Made in Havana  
Only of Legitimate Vuelta  
Abajo Tobacco.

The name Havana to the world at large means cigars. Real Havana cigars (or Habanos, as they are properly designated) are those manufactured of genuine Vuelta Abajo tobacco elaborated in the city of Havana—and not anywhere else.

Just as Vuelta Abajo tobacco cannot be equalled by any produced elsewhere so cigars made of that leaf by the expert cigarmakers of Havana, under conditions prevailing in this city, cannot be successfully imitated, even by as expert workers situated elsewhere, not even though they use, as some may, genuine Vuelta Abajo leaf.

For just as real Vuelta Abajo tobacco plants, when propagated outside Vuelta Abajo, even in regions but a few miles distant from that favored section, lose their distinguishing qualities, so Vuelta Abajo leaf though grown, selected and baled there, if transported outside Cuba and manufactured abroad, loses in transit the condition requisite to the fashioning of a real Habano, and if elaborated anywhere save in this city fails to make a genuine Havana cigar.

These statements may sound incredible to persons not fully informed in the matter. It seems impossible to the inexperienced that certain lands in the west end of the island should produce valuable leaf, while certain other lands alongside them, and to all appearance identical in nature, will not grow tobacco acceptable at all, yet speculators who have tried to produce crops upon the latter have found to their cost in dollars and cents that distinctions the natives draw between lands which are good for tobacco and others which are not, are usually correct no matter how arbitrary and capricious they may seem. Similarly, it sounds to the uninitiated far-fetched to state that a bale of tobacco, if manufactured into cigars in Havana will produce real Habanos whereas the same tobacco, if shipped away from Cuba and there handled by as clever manipulators, will, nevertheless, make cigars of a

very different quality. Yet tobacco dealers and connoisseurs know that this is a fact.

The tobacco plant is very sensitive at all times. During propagation, as seedling and as maturing plant, it needs the most assiduous care. Its leaf while in storage preparatory to elaboration, and during the process of manufacture into cigars, is especially sensitive and absorbent. The slightest change in climatic conditions af-

posed upon manufactured tobaccos entering the United States from Cuba. If removed to Florida the factories of famous Havana brands, even though they continued to purchase the best of genuine Vuelta Abajo leaf, would cease to turn out real Habano cigars the moment they abandoned their present location, for they could not carry with them the certain temperature and degree of atmospheric humidity prevailing in this

consumer with taste and the means to gratify it accepts as final, using the genuine article thereafter, to the exclusion of all substitutes, no matter how ingeniously marketed these imitations may be.

Today the most exclusive clubs, the large hotels and fashionable restaurants, do not insult the taste of their patrons by offering them any other than the genuine Habano cigars, just as the caterers and purveyors to the

**CUBA'S GOOD ROADS**

For Excellency and Beauty Are Unsurpassed in the World—Are Automobilists' Delight.

Cuba has some excellent roads, which for beauty are probably unsurpassed in the world. These roads were begun by the Spanish military authorities, and those constructed by them were purely for military purposes. Today they have been extended, and are employed in the pursuit of trade and pleasure.

For automobiling there is probably no place on earth which offers greater attractions, particularly during the winter season, than Cuba. These roads are sixteen feet four inches wide (five meters), built on good foundations, well graded, and are kept in constant repair. On either side lovely trees are planted, which furnish shade and give an artistic touch to the road. At places the road is lined with royal poinciana, or flamboyante trees, which in the late winter and early spring are a mass of flaring flowers intermingled with the feathery plumelike leaves, the limbs meeting overhead forming a canopy of blossoms and bloom.

At other places, on the older roads, immense laurel trees completely shade them, the dense dark green foliage furnishing a striking contrast with the white ribbon of macadam which narrows in the distance until it disappears in the cool shade of the stately archway.

Havana province, being the most densely populated, has the greatest mileage of these roads. In all there are 928.96 miles (1496 kilometers), distributed as follows:

Province	Kilometers	Miles
Havana . . . . .	483	300
Pinar del Rio . . . . .	405	251.50
Santa Clara . . . . .	191	118.62
Santiago . . . . .	187	116
Matanzas . . . . .	178	110.54
Camaguey . . . . .	52	32.30

Total . . . . . 1,496 928.96

The above extension of roads are all completed, and in addition to them there are about 10 per cent more now under the course of construction.

Good money may be made in Cuba.



THE CATHEDRAL, ERECTED IN 1724.

fects it, and herein lies the secret of alteration which occurs in tobacco shipped from Havana for use in factories abroad.

Because these things are true, capital invested in cigar and cigarette factories in Havana maintains establishments here instead of removing them to the United States (to Florida, for instance) where they might operate at less expense and their product escape heavy customs duties im-

city, and necessary to the elaboration of a real Habano.

Millions of American cigars made of Cuban tobacco masquerade, however, under the name Habano, and are sold upon the reputation of Havana cigars. They are commonly called "clear Havanas." They serve, nevertheless, to educate the consumer, leading him up from the five-cent domestic cigar to the real Habano, which, when once he meets it, every

royal houses of Europe have not dared to provide other than Habano cigars to their sovereigns and the royal households. The fact is that real Habano cigars are used to the extent that discriminate and exclusive taste is cultivated. The imitators who thrive upon their reputation serve, as has been stated, a good purpose, however, in leading the uneducated up to the cigars which finally gratify the longing for perfect satisfaction.



COLON CEMETERY

Is Very Different from Cemeteries in the United States—Graves Are Rented for Certain Periods.

Columbus Cemetery, where probably ninety-nine per cent of burials occur, is one of the most notable institutions of Havana.

A monumental arch of granite is over the entrance to the cemetery and it has three openings, two for pedestrians and one for carriages in the center. Above the central arch is a sculptured work by Saavedra, representing the scene of the crucifixion. Surmounting the whole is a group of heroic figures, representing Columbus bringing the light of the new religion to the New World.

The cemetery has many handsomely sculptured marbles and tombs. Porcelain flowers are greatly used in Cuba for grave decoration and are to be seen adorning the graves on every hand. Beautiful trees and natural flowers are seen on every hand.

Just within the enclosure the first tomb of special interest is that of the famous Cuban general and patriot, Calixto Garcia who died in Washington soon after the conclusion of peace between the United States and Spain. He was one of the best generals on the Cuban side and was greatly loved by the Cubans. The memorial was provided by public subscription under the auspices of the Club Calixto Garcia. It is decorated by a great mass of floral wreaths and banks of flowers in porcelain. On the tomb is carved this sentiment: "To die for country is to live."

A short distance from this monument and on the left is the Students' monument, erected as a memorial to the Cuban medical students who were slaughtered by the Spanish volunteers of Havana on the false charge of having desecrated the grave of a Spanish editor. This story is told on another page. The monument consists of a carved pedestal, supporting a shaft which is draped with a mantle and wreath. At the base are two symbolic figures representing justice and history.

The most imposing mounment in the cemetery is that erected to the memory of thirty volunteer firemen

who lost their lives in a fire on Mercaderes street on May 17, 1890. The shaft stands seventy-five feet high and is surmounted by a cross resting against which is an angel with outstretched wings, supporting the body of a fireman. The monument cost \$79,000.

To the right of the Firemen's monument is the tomb of the late General Maximo Gomez, probably the most noted general in Cuba's two great

moved to Arlington Cemetery at Washington.

The letters E. P. D. or E. G. E. are the Spanish abbreviations for "Rest in Peace" and "He is in Grace."

The prevailing mode of burial is a stone cased grave covered with a marble slab, or in vaults above the ground. In this cemetery if one has enough money he can buy a permanent grave, but if he has not the graves are only rented for a term of

in Havana, the Jewish, the Baptist and the Chinese. In the latter cemeteries graves once bought are the permanent property of the deceased.

Much of the solemnity attending a funeral in the United States is absent in Cuba. Here the hearse is a most gorgeous affair, trimmed in bright colors and sometimes costing thousands of dollars. The horses, sometimes eight in number have trappings of orange, crimson and purple and

the men occupy the carriages. Arrived at the cemetery the coffin is taken from the hearse and carried into the sacristy in the left of the entrance. Here the priest in charge says a brief service for the dead after which the body is again placed in the hearse and taken to the grave or it is carried on the shoulders of the real mourners.

The dead of the poorer classes is sometimes borne for miles through the city to the cemetery on the shoulders of relatives and friends. Some times a coffin is rented from an undertaker for the occasion and upon arrival at the grave the body is dumped into one of the common ditches and the coffin is returned. Another time the coffin is constructed from dry goods boxes.

A few remnants of one of Havana's most interesting burial places are still to be seen back of San Lazaro Hospital. In this space the walls of which are still to be seen, bodies were deposited in niches in catacomb form. Some seven years ago the cemetery was bought by private parties and the remains were removed to Colon Cemetery. During the time of General Weyler it is stated that the empty tombs often offered the only night's lodging available to many Cuban vagrants. The cemetery which was called Espada, has not received new bodies since the late '70's, or since the completion of Columbus Cemetery.

CUBA'S SIZE.

The Republic of Cuba is very near as large as the state of Pennsylvania; it is larger than Ohio, larger than Maine and Vermont together, and twice as large as the other four New England States combined. Were Cuba laid across the map of the United States, placing one end at New York, the other would almost touch Chicago.

JATIBONICO.

The plantation of Jatibonico is owned by the Cuba Company. The gray walls of its sugar house shelter machinery reputed to be the finest in the republic. Its capacity is to be doubled; it will then rank among the monster mills of Cuba.



THE MONUMENT BY THE CITY PRISON.

wars for independence. He was born at Boni, Santo Domingo, in 1836, and died in Havana in 1905. The monument was voted by congress.

The building beyond the Firemen's monument is the chapel where masses are said for the repose of the souls of the dead. Nearby is the plot which was used for the burial place of the victims of the battleship Maine. All of the bodies of those recovered were interred at this until they were re-

years after which if the rent is not renewed the bones are taken from the grave and dumped with countless thousands of others in the bone pile to be seen at the southwest corner of the cemetery. A grave for one person for a term of five years costs ten dollars, but if three bodies are placed in the same grave then the cost is three dollars for the same term.

There are three other cemeteries

black. The driver and footmen generally wear a court dress of purple or scarlet, with three cornered hat, some times over a powdered wig, knee breeches and silvered shoe buckles. There are liveried footmen or mourners in proportion to the wealth of the deceased.

There is a dearth of woman's tears at a Cuban funeral. Cuban women never go to the cemetery with the remains of relatives or friends. Only



**CUBAN NATIVE FRUITS**

There Are Many Varieties, All Are Very Good, Though Taste for Some Must Be Acquired.

Cuba has a large variety of fruits, most of which are very good, though the foreigner sometimes has to acquire a taste for them before he can appreciate their true worth. Many of these fruits can be obtained in the markets throughout the tourist season, and an excursion through the fruit stalls and a purchase of a sample of all will do no harm and will be educational. The Cuban fruits which withstand shipping are gradually becoming known in the United States and the visitor from Cuba is often astonished at seeing fruit from the island, which at home is worth but a cent or two, commanding fancy prices in some fruit stand in the North. Some of the more prominent of these fruits are as follows:

**Aguacate (Alligator Pear).**

This is one of the most popular fruits in the Antilles; it is pear-shaped, green or purple, and often weighs two pounds. On account of the pulp being firm and marrow-like, it is also known as vegetable marrow or midshipman's butter. The tree is an evergreen about twenty-five or thirty feet high. The aguacate is native to Cuba, thrives everywhere and is easily grown. It is free from insect pests and diseases. The Havana market consumes vast quantities of the fruit in July and August. The aguacate is eaten as a salad. It is becoming known in the United States, and is found in the fruit stores of northern cities, has a place on the menu of hotel and restaurant, and brings high prices. The cultivation of choice varieties in Cuba for shipment to the northern market promises to be an extensive and lucrative industry.

**Banan (Plantano).**

There are many varieties of this fruit, which takes the place of bread in all country families, being eaten raw or cooked in many different ways.

**Cashew (Maranon).**

The cashew is a small, oddly-shaped, yellow and red fruit, two or three inches long, and from one and one-half to two inches across the bottom decreasing gradually in diameter to-

ward the top, where it is half an inch narrower. The seed is small, grayish-brown and kidney-shaped, and is found on the outside of the fruit at its lower extremity. This seed is poisonous until roasted, when it is eaten with great relish. The meat resembles that of roasted chestnuts, but contains more oil. The pulp is of a dull yellow color, tough and very juicy, with an acid astringent flavor and a marked disagreeable odor. The

**Custard Apple (Chirimoya).**

The custard apple, known in Cuba as the chirimoya, varies from a light green to a reddish brown in color, and is shaped like a strawberry, being somewhat broader than it is long. It has a thick skin, black seeds and a pulp very similar to that of the sweetsop in appearance and flavor. The fruit is eaten raw.

**Figs (Higos).**

Figs of all kinds grow luxuriantly.

fruit to which Americans are accustomed. It retails in Havana at about two and one-half cents apiece.

**Guava (Guayaba).**

There are several varieties of guava growing wild in all parts of Cuba. The guava is sometimes eaten raw, but the finest jellies, pastes, etc., are made from it.

**Hicaco.**

This is the fruit of a small shrub and is sometimes called the cocoa

ranging from three to ten inches in diameter, the larger sizes weighing upward of 700 grams (1-5 pounds). It has a heavy stem and a small blossom navel. The skin is thick and fibrous, the outer surface being tough and covered with small dark brown spots. The pulp is dark yellow in color, firm and very juicy. It has a sweet characteristic flavor and a pleasant aromatic odor. In the large fruits the seed measures three inches in diameter and is dark brown, very rough and hard, and clings tenaciously to the pulp. In some respects the fruit resembles a very large clingstone peach. It is eaten raw, and is also highly esteemed for preserving. The "mamey en almibar" are slices of the fruit preserved in sugar syrup. The "marmelade de mamey" is a marmalade of the fruit.

**Mamey Colorado.**

The fruit derives its local name from a very slight outward resemblance to the mamee (*Mammea americana*). The two fruits, however, are in no way related, nor do they resemble each other internally. The mamey colorado is chocolate brown in color from yellowish red to deep scarlet and is slightly fibrous, firm, but mealy and not juicy. Being sweet with very little acid the flavor is insipid. It is eaten in a fresh state and also stewed with sugar.

**Mango.**

The mango is the popular tropical fruit of the native Cuban. It grows in all parts of the island, on trees by the roadside and in orchards of highly prized cultivated fruit. The kinds that have been cultivated only slightly appeal but little to the foreigner, being very fibrous and having a strong resinous flavor. Both of these objections are overcome in the well cultivated varieties, however, and very soon a taste is acquired for all. The fruit is heartshaped, some being long and narrow, while others are broad and short or almost round. The skin is like that of an apple, but thicker, and varies in color from green to yellow, always shading to red on one side. The pulp is not unlike that of a peach in texture and color, and is extremely juicy. The stone or seed is very large compared with the rest of the fruit, and this is especially true of the un-cultivated varieties. Long fibres cover the stone



THE PRADO, HAVANA'S LEADING PROMENADE.

fruit is not eaten raw, but is somewhat used for preserving.

**Cocconut.**

This fruit grows in bunches of from twelve to twenty on a tree, from sixty to ninety feet high. The nut when fresh contains nearly one quart of milk, which is very much esteemed by the natives for refreshment. The thick rind or husk surrounding the nut is used in making cordage, matting, brushes, bags, etc.

**Granadilla.**

This fruit grows on the vine which bears the passion flower. The fruit is generally as large as a child's head. It is much liked by the natives who use it in making refreshments and desserts. The meat is glutinous and contains many small seeds.

**Grapefruit (Toronja).**

This is a popular fruit in Cuba. It has a mild, pleasant flavor and is quite different from the acid, bitter

plum. It is small and round, varying from one to three inches in diameter, and averages about eight grams (one-quarter ounce) in weight. The skin is thin and green in color, shading to red on one side. The surface is uneven, being covered with depressions which give it the shriveled appearance. The seed is large, weighing almost half as much as the fruit.

**Mamey de Santo Domingo.**

This is a large light brown fruit,



and run through the pulp of the fruit. The season in Cuba lasts from May to September. The mango is preferred in the raw state, but is used somewhat in the preparation of jams and jellies, and the green fruit when stewed resembles rhubarb. The "mangos en almibar" are pieces of mango preserved in a thick syrup, while the marmalade of mangos is a thin paste resembling apple sauce in appearance.

#### Manocillo.

This fruit grows in clusters. It is a species of plum; it is tart and has one fibrous pit.

#### Orange.

The native Cuban oranges are known as the China, a fruit of very delicious flavor, and the sour orange known as naranja agria. The latter is used for making marmelade and for preserving. The fruit is often served in a restaurant with a meat order, the juice squeezed upon the meat tending to make it tender. Oranges of every description have been introduced to Cuba during the last twelve years by Americans and nearly all of the varieties are doing very well.

#### Papaya.

The papaya is about ten inches long, commonly of an oblong form, ribbed, and having a thick fleshy rind. It is eaten raw, or, when green, is boiled as a vegetable; it is also pickled. The tree is about twenty feet high and has large leaves. Meat boiled with a small portion of the leaf is made tender, or meat can be made tender by simply hanging it among the leaves. The seeds are used as a vermifuge.

#### Sapota (Sapodilla).

There are two varieties of this fruit in Cuba, one being round and the other oval. In the Havana market the latter is incorrectly known as the nispero, this name being properly applied to the loquat (*Eriobotrya japonica*). The fruit averages slightly under two ounces in weight, is brown to greenish-brown in color, appearing not unlike a very smooth, dark potato. The skin, however, is much thicker and of coarser texture. The pulp is yellowish brown. In color granular in texture and very juicy. It has a characteristic odor and flavor and is very sweet. Sapotas are in season from about the first of April until the end of the summer. The sap

of the sapota tree and the juice of the green fruit, when boiled down, furnish what is known in commerce as chicle, from which chewing gum is made.

#### Sour-Sop (Guanabana).

The sour-sop is a green, irregular-shaped, podlike fruit varying from three and one-half to twelve inches in length, about two-thirds as broad near the top, and curving to a blunt point at the lower end to one side of the center. The skin is rather thick

straining off the pulp. The "guanabana en almibar" is composed of the pulp of the fruit preserved in sugar syrup. The "pulpa de guanabana al natural" is the pulp preserved without sugar for cafe and soda water trade when the fruit is out of season.

#### Sweet-Sop (Anona).

The sweet-sop is heart-shaped and deeply creased. The pulp is very much like that of the sour-sop, but it contains more sugar and, as a rule, a

The fruit attains the size of a small apple, averaging 200 grams (7 ounces) in weight. It contains two kinds of pulp, the inner one of which, a white gelatinous mass containing the small black seeds of the fruit, the other fibrous purple portion being useless. It has a sweet characteristic flavor and is eaten raw.

#### Tamarind (Tamarindo).

The tamarind is the fruit of the leguminous tree. The fruit is a dark

## CUBA'S RAINFALL.

Comparison With Records of Southern States Shows Little Difference Between Two Sections.

The average rainfall in Cuba for the past twenty-five years has been 53.57 inches, about equal to that of the Gulf States, but more than the Northern Seaboard States. For the time mentioned the mean monthly rainfall in Cuba, by inches, has been: January, 2.71; February, 2.27; March, 1.83; April, 2.83; May, 4.47; June, 7.16; July, 6.36; August, 6.58; September, 6.71; October, 7.42; November, 3.08, and December, 2.15. It will be seen that during the warmer months, when vegetation requires most water, nature has made ample provision for the thirst of all the flora peculiar to this country. Although Cuba has a wet and dry season it is not very noticeable in the above.

### "THE QUEEN'S HERB."

The word "tobacco" is Indian . . . It is derived from the name of an isle of the lesser Antilles called Tabago, where the plant grows wild in profusion. The word "nicotine" is derived from the name of the French ambassador, Jean Nicot, who in 1560 took to Europe leaves and seed of tobacco, which he presented to Catherine de Medici, as curiosities on account of their aroma, in burning when smoked—I say when smoked, for undoubtedly M. Nicot, who imported to France the seed and filler, must have learned to smoke in America and presented them to Catherine to please her with a new vice, which surely did please the queen, for tobacco became known in France as "the queen's herb."—Dr. Jose de Aguayo in *La Lucha*, February 4, 1909. "The Antillean (aboriginal Indian) word for the plant *Nicotiana*, called by Europeans, tobacco, are cohiba, cogiba, coyoba, cogioba, cohoh, etc. The aborigines applied the name tobacco to a pipe or roll of dried leaves called a cigar."—Jesse Walter Fewkes, *The Aborigines of Porto Rico and Neighboring Islands* p. 63 (Washington, 1907, Bureau American Ethnology).

The possibilities of Cuba suggest themselves to every visitor.



ENTRANCE TO COLON CEMETERY.

and covered with numerous small hooked briars. The pulp, which has the appearance of wet cotton, surrounds the numerous tough seed sacs containing small brown seeds. The flavor is acid without being sweet. It is highly esteemed for making cooling summer beverages, flavoring soda water syrups and water ices, and for preserving. The most popular beverage is made by macerating the fruit with sugar, diluting with water and

smaller percentage of acid. Sweet-sops are eaten in the fresh and soda water syrups. It is not so popular as the sour variety.

#### Star-Apple (Caimito).

The caimito, one of the less important fruits, is but little used, although some medicinal properties are attributed to it. Three different varieties are sold in the Havana market, one white and two purple kinds, one of which is round and the other oval.

brown pod, from one to six inches long and from three-quarters to one inch in width. Within, there is a thick, dark-colored pasty material closely surrounding the tough seed sacks and joined to the stem of the pod by several coarse fibres. This paste constitutes the edible portion of the fruit and is intensely sour. The fruit is used in making refreshing summer beverages and for flavoring soda water syrups.



“HOLES IN THE HILLS”

Peculiar Places in Which Cuban Tobacco Is Grown in Pinar del Rio Province.

The Organo Mountains, which dominate all Pinar del Rio province, are full of caves, which were once the courses of subterranean streams; and of open “sinks” eroded picturesquely. The softer cream and white limestone formations which, laid upon a hard blue limestone, form the range, are very susceptible to the action of water.

American residents around San Cristobal make picnic excursions to an immense ampktheaterlike cavern above that town. Residents in Taco. Taco point out the location of “Indian Cave” in the mountains opposite. There are caverns at “The Portals” where San Diego river has swept through natural stone barriers which once dammed it into a lake, as hewn stone may again, for irrigation purposes.

There are caves and “sinks” within easy riding distance of Pinar del Rio city. One particularly strange set of deep little valleys is to be found in the hills known as the Sierra del Infierno; these are honeycombed with caves eaten into the yielding rock. Roads leading that way dwindle into a trail persisting up and down steep slopes, along the tops of narrow ridges, from where wide views of exquisite landscape and even of the Caribbean sea to the south are to be had; suddenly the path drops into a valley so narrow it is in fact but a gorge not more than a stone’s throw across. Here, on fertile bottom lands, an industrious guajiro (countryman) has built his hut and tilled for the planting of corn and tobacco in rotation. No wheeled vehicle could possibly be of service in this neighborhood.

A little stream runs the length of the valley, disappearing through a solid wall at its far end. Here the stream has worn a tunnel through living rock; the tunnel is high and wide enough to permit the passage of horses wading along the creek itself single file. Venturing through it so mounted the explorer finds himself

emerging into an unroofed circle entirely shut in by white cliffs. He stands within what was once a cave; the top fell in long ago. There is but the one entrance to the place, the narrow door by which he and the stream entered; there is no other exit for him—the creek disappears into the earth through a series of the caves which are numerous in the surrounding walls. Seen at twilight this weird locality looks up to its

THE READER.

The reader, in a Havana cigar factory, is a remarkable institution. He is paid by the men of his particular gallery, who contribute to his salary and to the purchase of books and periodicals he reads aloud, in a fog-horn voice, to his constituents as they work. Vote is taken among them as to what daily papers he shall read, and

RAILROAD STATIONS.

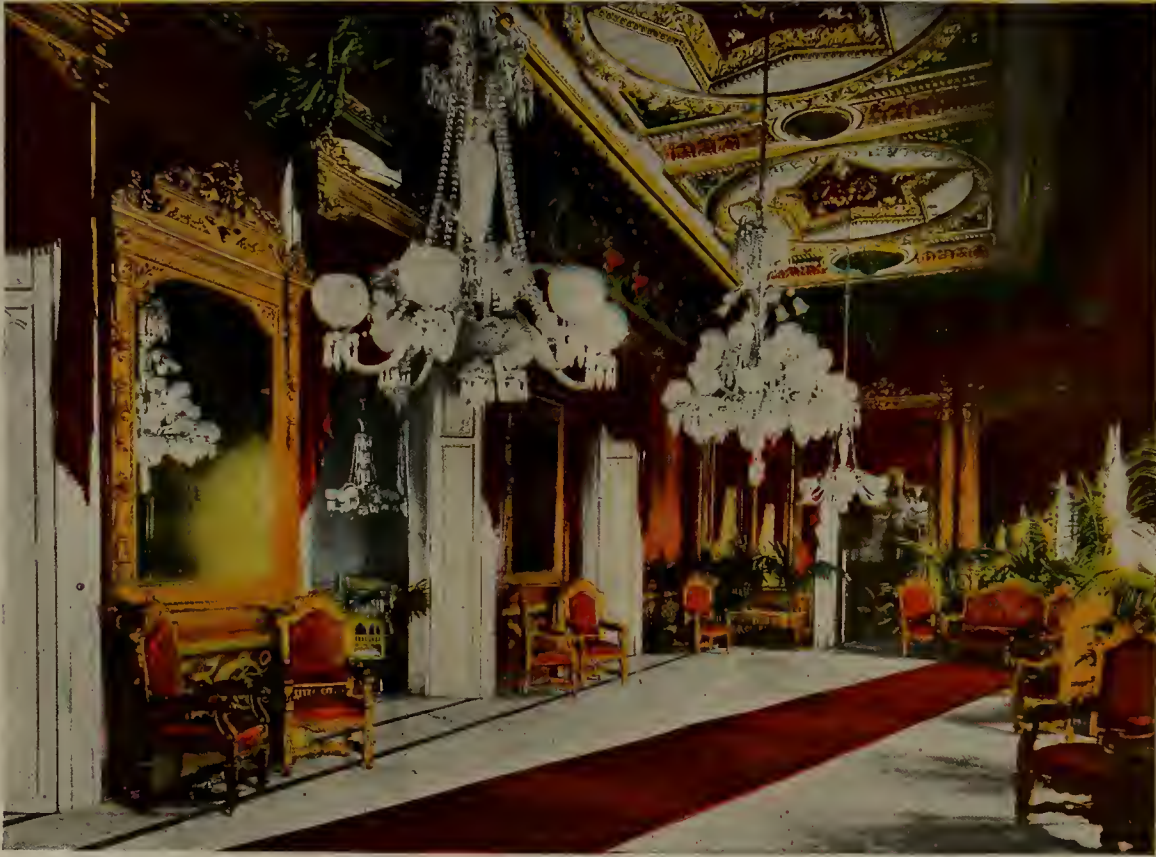
All of the railroad stations in Havana are of easy access from the center of the city, either by street car or by coach. The locations of the various stations are as follows: United Railways of Havana.—(1.) Villanueva station, Prado and Dragones, opposite Colon Park. From Central Park take Principe, Cerro or Palatino cars. (2.) Regla station via

THE AMERICANS.

In 1898, when the United States occupied the Island, it was at Santiago de Cuba that men landed and off Morro that warships congregated. The city was regularly besieged. Non-combatants fled, as they had done many times before into the surrounding country. The weary defile of women and children marched then, footsore and frightened, over the same routes fine macadamized road mark now, to Cuabitas, Cristo and El Caney. The history of famous engagements at El Caney and San Juan Hill is too recent to need repeating. Tourists now travel by guagua, carriage and automobile, to the heights which were harder to win in 1898. The old church at El Caney bears battle scars yet. The fort above the village is unroofed and its walls are crumbling; it houses only a monument to Americans and Cubans who lost their lives in its capture. From there the visitor overlooks a fair and peaceful country now.

In years immediately following the declaration of that peace, which has since prevailed uninterrupted here, Santiago de Cuba has been modernized to large extent. It is no longer pest hold of yellow fever but a clean city, sewerred, and supplied with pure water from a reservoir placed high in the cool, clean hills, which is augmented by numerous artesian wells, recently sunk by the national government. There is an electric street car line. In the leading hotels and shops English is spoken. Outside the city macadamized roads radiate to points which are, to the tourist, of principal interest. In these improvements Americans are proud to see the hand of other Americans who, from 1898 to 1902, especially, had to do with the shaping of Santiago, the modern city.

This modernization, however, has merely removed things objectionable, while respecting the original and picturesque. Santiago, made neat and inviting, has succeeded in remaining Spanish as she was in the beginning, with a touch of French, English and American added, despite which influences she holds to her own peculiar characteristics, and is today the most Cuban, at heart, of all Cuban provincial capitals.



THE RED ROOM OF THE PALACE

name. Sitio del Infierno, to translate which would be plain profanity. Like this uncanny valley there are many others, larger and smaller all through the Organo Range. What tilable land there is in them is always very fertile, and, from San Diego de los Baños westward, is eagerly seized upon by tobacco growers, who refer such inaccessible, isolated places, as “holes in the hills,” than which no description could be more accurate.

what books. Preference is about equally divided among Havana’s daily papers. As to novels, Don Quixote and Quo Vadis are the standbys, and it is a rather surprising fact that the taste of a cigar factory is usually for good literature rather than anything too trashy. Clever men, who are leaders in Cuban affairs today, have been readers in factories, among them some editors of note.

Luz wharf ferry. Take Muelle Luz cars to Luz wharf and then right hand ferry to Regla. Western Railways of Havana.—Cristina station. Take Jesus del Monte cars. Cuba Railroad.—Villanueva station, see directions under United Railways of Havana. Marianao and Havana Railway.—Concha station. Take Principe cars.



**AUTOS ADMITTED FREE**

Owners of Cars Intended for Personal Use May Furnish Bond—"Tourist's Exemption."

Tourists are permitted to bring into Cuba, free of duty, automobiles for their personal use while visiting the Island. The owner is required to make oath or affirmation, that the machine is not to be sold or rented, or made the basis of any business transaction while in this country; moreover, a bond to an amount not less than twice the duties the machine would incur, if imported for sale, is required, nor may a machine so admitted remain in Cuba longer than six months under the foregoing exemption, unless an extension of the privilege is obtained.

The authority for this "tourists' exemption" is contained in customs circular 68, issued on February 23d, 1903. It is based on Paragraph 330 of the tariff, which admits free of duty all "articles of wearing apparel, toilet articles and articles for personal use." The automobile the tourist brings with him for his "personal use" in touring the country is classified under the last mentioned heading. Customs collectors of the several ports are at liberty to determine the length of time over which the concession made in Circular 68 shall hold good; six months in the maximum, unless special authority extending it is obtained from the department of the treasury.

The following is the form of the oath or affirmation to be filled out:

"I, —(the name)—, tourist, having arrived in port —, the — day of the month of —, aboard the steamer — from the port of —, do solemnly swear or affirm that the automobile No. — of — horsepower, make —, as declared on sheet —, is my personal and exclusive property, for my personal use, and always take it and accessories necessary for its repair with me, to every country I visit; I agree to reship it within a period of — months.

"I, furthermore, swear or affirm, that the said automobile is not to be sold or rented, nor to serve as the basis of any business transaction; I make myself liable to all responsibility that rests on me in case I fail to

fulfil the obligation taken upon me in this document.

"In witness whereof, and in order to obtain the benefits of Paragraph 330 of the Tariff, in accordance with Circular 68 of the Department of the Treasury, in the city of Havana, on the — day of the month of —, 191—. (Signature.)

The delegate collector before whom the tourist signs the foregoing signs his name also, as witness.

that saint as its patron and by law compelled its own residents and all the country people around about to do her homage) reads like a modern version of the Israelites' sojourn in the wilderness inasmuch as for years its earliest inhabitants wandered hither and yon, led by priests at odds with each other, whose quarrels were reflected in the animosities between factions their followers constituted, until finally Santa Clara was estab-

ing citizens of the district were warned not to afford them shelter or succor until they should have obeyed the mandate to reside in "Glorious Santa Clara." Later the verdict against Remedios was rescinded, the town was recognized, rebuilt and given back its archives. Meanwhile Santa Clara, at first hardly as glorious as its name implies, was growing slowly and uneventfully from a cluster of mud-walled, palm-thatched huts.

**CUBA'S CURRENCY**

American Currency Is Official Money of Island—Spanish Gold and Silver Largely Used.

Cuba has no currency of its own coinage. The official money of the Republic is United States currency and all taxes and public debts are payable in the same, except fees of registrars of property, which are collected in Spanish gold. In commercial circles (wholesale) Spanish gold is the basis of calculation, and in the retail trade and in the country Spanish silver is almost entirely used, except in Santiago and parts of Camaguey province where American money is used to the exclusion of all others.

United States currency is always at a premium over Spanish gold, but this premium fluctuates according to demand for Spanish gold and silver.

**COLUMBUS ON TOBACCO.**

In the account of his first voyage which, in journal form, Christopher Columbus presented to the king and queen of Spain, under date of Tuesday, November 6, 1492, the Admiral relates how two men he had sent inland into the district (probably) which is now Oriente province, through Navarrete thinks it was Camaguey, in the course of their reconnaissance met men and women smoking "herbs, as they were accustomed to do." This is undoubtedly the very first mention of tobacco in history. Las Casas, when he came to write, in his History of the Indies, from this particular part of Columbus' diary, explains how the Indians smoked; it appears that they made cigars and called them by the name usual in Cuba today, that is tabacos. "I knew," the Good Clerigo adds, "Spaniards . . . who smoked, and when they were reproved for it, and told that it was a vice, they said they could not leave it off. I don't know what pleasure or profit they got out of it." "Who," exclaims Navarrete (I, p. 51) "could foresee then that the consumption and use of tobacco would become so common and general that this new and singular vice should provide one of the richest sources of revenue to the state?"



A WATER CART IN A COUNTRY TOWN.

**GLORIOUS SANTA CLARA.**

The province of Santa Clara ranks second among Cuba's six in matter of population (457,431, census of 1907); the capital city, "Glorious Santa Clara," as its proper title runs (the western terminus of the Cuba Railroad), is eighth among those of the Island.

The story of the founding of Santa Clara (which immediately adopted

lished in its present location and the edict went forth that Remedios, its parent settlement, should be destroyed, as, in fact, it was when municipal authorities of Santa Clara rode over on an appointed day and burned the humble residences of those persons who had not desired to take up their dwelling in the new town. They were driven out of their homes, forbidden to rebuild them or cultivate their fields nearby, and all law-abid-

**THE LIME (LIMONCILLO).**

The lime grows wild in all parts of Cuba and replaces the lemon entirely for domestic uses, making beverages, etc., as it is used without the curing which the lemon undergoes, and, either in the ripe or green state, it is on the market during all seasons of the year.

One northerner that never visits Cuba is Jack Frost.



CITY OF HAVANA

Noted for its Palaces, Streets and Plazas, Colonnades, Towers and Monastries.

Havana has been called the city of palaces and the name is a good one. Many houses are of immense size and cost enormous sums. Before the days of modern transportation, when the whistle of the locomotive was seldom heard and the whirl of the electric motor was still unknown, and the patient ox knew no rival, rich sugar planters used Havana as their homes, leaving their estates in charge of a trusted manager, built here the most expensive mansions that money could buy. Such a home can be seen at the corner of Amistad and Reina streets. It was built by Miguel de Aldama, in his day Havana's richest citizen, his income was estimated at \$3,000,000 annually. He spent nearly a half million dollars on this building in 1860, and the luxury of its furnishings became known far and wide. Aldama was a Cuban and a patriot, and when the revolution broke out here in 1868 and he was obliged to flee from the city to save his life. His house was broken into by Spanish volunteers and ransacked, the vandals wrecking the handsome staturary and slashing the costly paintings with their swords. Some of the most costly homes are to be found on the Prado, Paseo de Tacon streets and the suburbs, Cerro and Vedado.

James Anthony Froude, writing in 1887, said of the city:

"Havana is a city of palaces, a city of streets and plazas, of colonnades and towers, and churches and monastries. The Spaniards built as they built in Castile; built with the same material, the white limestone which they found in the New World as in the old. The palaces of the nobles in Havana, the residences of the governor, the convents, the cathedral, are a reproduction of Burgos or Valladolid, as if by some Aladdin's lamp a Castilian city had been taken up and set down unaltered on the shore of the Caribbean sea. . . . The magnitude of Havana and the fullness of life there, entirely surprised me."

These old descriptions still apply in great measure to the Havana of today.

TOBACCO AND RELIGION.

Tobacco in a number of different forms was commonly used in all their ceremonies by the aboriginal Indian peoples whom the Spanish discoverers found in possession of the West Indian Islands.

Its smoke was incense with which the priests accompanied their prayers to the gods; and with snuff, or powdered tobacco, they sometimes sprin-

gling was as follows: Partially dried tobacco was first spread on a half-lighted brazier, after which a tube was placed in the smoke and the other extremity, provided with two branches, inserted in the nostrils; the smoke was then snuffed up, mounting quickly to the brain. The user generally succumbed to the narcotic and remained where he fell, stupefied. A cacique (chief) thus affected was raised by a woman and carried to bed.

CUBA'S SUGAR MILLS.

There are 193 sugar mills in Cuba, divided among the provinces as follows:

Santa Clara . . . . .	72
Matanzas . . . . .	57
Oriente . . . . .	29
Havana . . . . .	21
Pinar del Rio . . . . .	8
Camaguey . . . . .	6
Total . . . . .	193

NATIONAL LIBRARIES

The National Library was established by the first American government of intervention in 1902, and located at La Fuerza, and later moved to the Maestranza building on Chacon street. It is open to the public every day of the week, including Sunday, from eight in the morning until five in the afternoon.

The library was founded with 3,000 volumes of all classes, collected and brought over from Paris and London, by its founder and director, Señor Domingo Figarola-Caneda. The number of books approximates 20,000, and is formed chiefly of works of history relating to Cuba in which respect it is said to be second only to the British Museum. Among the collections is the library of the Count of Fernandina, including many rare examples of early printing, some of the documents bearing dates of 1496, 1582 and 1635. The books were richly bound by famous Paris binders and comprise 4,000 volumes which cost \$20,000. Another library acquired was that of Vidal Morales y Morales, representing twenty-five years' collecting of works relating to Cuba and Spanish-American history. It contains a Las Casas printed at Seville in 1552; Benzoni's "History of the New World," printed in 1565; the dramas of Heredia, the poems of Placido, and other treasures of Cuban literature; in all containing 3,000 volumes.

Another valuable library open to the public is that of the Sociedad Economica, at 62 Dragones. This library contains a large collection of books and newspapers and old prints.

WALKING SHOE STORE.

Visitors sometimes wonder, when they see a man going along the street with a long pole in his hand upon which are displayed many pairs of shoes. This is a walking shoe store. The man goes about the city, frequenting places where men are employed at such hours that buying at the regular shoe stores is inconvenient. With these he does a good deal of business. The shoes are always of the cheapest makes, generally made in Have especially for day laborer's trade.



AN OLD PALACE IN MARIANAO.

AREAS OF PROVINCES.

Pinar del Rio, 5,000 square miles.
Havana, 2,772 square miles.
Matanzas, 3,700 square miles.
Santa Clara, 9,560 square miles.
Camaguey, 10,500 square miles.
Oriente, 12,468 square miles.
Total area of Cuba, 44,000 square miles.

Come where the sunshine streams.

TAXES IN CUBA.

Taxes in Cuba are very reasonable being equivalent to about 9.36 per cent of its earning capacity, the assessments being made on the renting value, on city and suburban properties. Taxes on rural property are approximately 6.50 per cent of the renting value or income, but no taxes are collected on any of the unimproved land.

kled the heads of their idols. Their "medicine men" (boii) stupefied themselves with this herb when they consulted oracles in divination, and by it they cured the sick in medicinal practice.

The process of inhaling the smoke through the nostrils is mentioned in several early accounts, and, according to many authorities, special tables on which the herb was placed, stood before their idols. The method of in-





CALABAZAR BRIDGE, WESTERN RAILWAY OF HAVANA.

## PINAR DEL RIO.

Famous Tobacco Region Now Accessible to Tourists—"Partido" and "Vuelta Abajo."

Tobacco is Cuba's second largest and her most famous crop. Like sugar cane, it is grown in every province, but whereas to raise it was formerly the single agricultural enterprise of the island, it is now the leading business of few districts outside one province—Pinar del Rio.

Pinar del Rio is the western end of Cuba. Its southern coast, which the shallow Caribbean laps, rises gradually toward the Organo mountains, a range that dominates its northern part in all its length, from Mariel to Guane. Where the soil is suitable on this plain, but especially from Guira westward, along the line of the Western Railway, to the hills, is grown very excellent partido tobacco—even on lands which a generation ago produced sugar cane instead. In this district, for instance, are the famous Luis Marx vegas, at Alquizar,

where the advisability of producing tobacco under cheesecloth was first demonstrated; this system is now largely followed and from the railway line the traveler sees acres of cloth stretched taut on framework, through which protrude, sometimes, the tops of citrus fruit trees or leafy venerable mangoes. Cheesecloth-shelters assure the development of large and perfect tobacco leaves, so much desired for cigar wrappers.

The Organo mountains, beginning in little hills scattered here and there over the plain of Havana province, become a formidable sierra beyond Mariel, extending thence westward, broken by passes, to end in two steep sentinel peaks above the ancient town of Guane. In isolated localities in these mountains (about San Diego de los Baños, for instance, and in the Valley of Viñales) is grown an excellent tobacco classified as semi-vuelta.

Both San Diego and the Viñales valley are objective points of exceptional attraction to tourists, quite aside from the additional interest

their verdant tobacco fields, surrounding the thatched huts and barns of the native growers lend. San Diego is some fourteen miles north of the railway station of Paso Real, with which it is connected by good macadamized road; there is regular omnibus service. San Diego is a famous and fashionable health resort, because of mineral springs which gush from the banks of the river, which here comes down out of the mountains by way of The Portals. The bathhouses are mere wrecks of what they used to be, but so attractive is the curious little town (there are really good hotels), so restful and invigorating its climate and all the outlook, the place retains its popularity despite this handicap. The Valley of Viñales is reached via government highway from the city of Pinar del Rio itself, the drive out, by automobile preferably, constituting the most memorable outing the visitor to Cuba can make while in this island. On approaching the village of Viñales the traveler finds himself gazing down upon it from the brow of a plateau.

The town lies in the heart of a flat, fertile plain, cultivated to tobacco, out of which protrude peculiar monolithic mountains. Having passed through the town by way of the wide white government road, he enters the even more beautiful Vale of San Vicente by way of a narrow pass which is the only entrance to its lovely enclosure, and, later, leaves by as narrow an exit at the other side, following the road, still in the shadows of the mountains which shut in the Vale as ramparts do a fortress, through a forest of orchid-hung oaks, down to the sea at Esperanza, where there is little to interest him save the possibilities of a good fish breakfast to be had there. The distance from Pinar del Rio city to Esperanza is about thirty miles; the trip is the finest automobile drive in Cuba.

At Consolacion del Sur the visitor arriving in the west by rail enters the "genuine Vuelta Abajo," pronounced voó-el-tah ah-báh-ho, these two words meaning literally the turn or trip down, i.e., "down country," as all the country west of Havana was

called before it was constituted into a separate province or acquired a name of its own. Technically used by tobacco men, however, Vuelta Abajo means Pinar del Rio province west of Consolacion del Sur to the sea on every shore, and especially south of the Organo mountains. The exact boundaries of the sacred territory are elastic; every veguero (tobacco grower) wishes to stretch them to embrace his fields though not necessarily those of his next neighbor. In this district the very best tobacco the world knows is produced; manufactured into cigars in Havana (and nowhere else) it constitutes real Habanos—the delight of connoisseurs and courts! Here and there, to be sure, are patches of malanga, an indigenous tuber deemed edible by natives. sweet potatoes, corn, cane and yuca; from the latter starch is manufactured for domestic and even for foreign trade. Maize and rice fields are common but their output is not sufficient for even local consumption. The heaviest item of transportation on Western Railway is foodstuffs.





HAVANA, LOOKING TOWARDS CABANAS AND MORRO.

## GOLD MINES IN CUBA

There Are Valuable Deposits of the Precious Metal Worked in the Vicinity of Holguin.

Gold mines are being worked in Cuba with success. Up to the present there is no indication that the gold yielding area will rival that of the Yukon or of the golden days of California. There are good paying ores, however which with modern machinery yield a good profit, and any time the valuable metal may be found in large quantities.

Santiago province up to the present gives the greatest mineral promise of the island. Pinar del Rio province, however, is rich in various ores, but has never been worked or prospected as has Santiago. In the latter province are found many workable deposits of copper, iron, manganese and gold. Only a few have been developed. The gold mines which are being worked systematically and which are giving results, are some twenty miles south of Gibara, near Holguin. In this district gold seems to have been taken out in greater or lesser quantities ever since the island was discovered, though the old Spanish discoverers never obtained very great quantities of it.

A prospector who has searched for claims from Yukon to Panama and Cuba, found near Aguas Claras what

is now called the Santiago Mine. The mineral laws of Cuba allow the one finding the mineral, even though it is on another's land, to denounce it as his own. The law does not require that a claim once registered shall be worked, and thus they are sometimes handed down to several generations. This prospector found that the vein he had discovered had already been denounced many years before, but he sought the present owners and made an agreement with them to allow him to work the claim on a 20 per cent royalty basis. He then took a quart jar of coarse gold under his arm and went to New York to find capitalists to back him in his enterprise. He found a young New Yorker who agreed to furnish \$75,000 for a mill and development, provided he was given about four-fifths of the company's stock, the mill was equipped with a crusher, a Chilean mill, shaking plates and tables, of a kind which a practical metallurgist would not have ordered. The mill which would not have cost \$20,000 in New Jersey cost \$60,000 in Cuba. This outlay together with more required by building waterworks, pumps and hoists absorbed all the original money put into the enterprise and more, hence when the company started it had a big debt to overcome. No arrangements were made to empond the tailings, consequently the people on the next lower properties were able to make large

sums by washing the waste. In fact they made more than did the stockholders. Had the machinery been of the proper kind, however, the mill would have paid far greater profits and the example goes to show the care that should be taken in such enterprises.

The rock carrying the gold has been leached beyond any semblance of the original, which judging from the adjacent properties approximates a quartz-felsite porphyry. This gray rock has been intruded between walls of serpentine wherever in the vicinity the rock has been shattered. Although subsequent movements have faulted the felsite dyke locally, the line along which the gold is found for several miles is practically northeast by southwest.

In the gold belt in the vicinity of the gold hearing out crops and in ditches after each rainstorm, gold colors can be obtained. The soil is sharp and wide areas of talus cover the fields, so that beyond grass and shrubs vegetation does not flourish. Mining men have noticed that near gold deposits there is a gritty feeling on the shoe soles and in the Santiago gold field this geological peculiarity is properly developed.

Over \$250,000 have been taken from the Santiago Mine but the dividends have been small mainly on account of the lack of proper machinery and the 20 per cent royalty. Other mines

using good machinery are making an exceedingly good profit. The locality in the gold district of Cuba is very beautiful Holguin being 500 feet above the sea level, and one of the oldest towns on the island.

Asbestos of the variety known as Chrysotile is found near the mines. The life of the material seems to have been sapped from it by the climate and solutions so that it was reconverted into brittle rock at the outcrop, although it retained its fibrous appearance.

Traces of gold have recently been found at Luyano a suburb within the municipal district of Havana. A large area of land including three claims, have been filed recently with the government.

## PRINCIPE CASTLE.

El Principe or Castillo del Principe (Fort of the Prince) is on the crest of a high hill overlooking the city on the west. It is an irregular bastion work surrounded by a deep moat, and commands the city and harbor and coast and inland approaches. The fine view obtained from Principe well repays for the climb from the foot of the hill at the terminus of the El Principe line of cars.

The walls of Havana were destroyed in 1886, a week's celebration being held in honor of the event.

## CUBA'S CONGRESS.

President and Senators Must Be Native Born Cubans—Representatives May Be Naturalized.

Havana is the capital of the Republic. The Congress consists of the Senate and House of Representatives. The Senate building is on O'Reilly street, facing the Plaza de Armas. Each one of the six provinces of Pinar del Rio, Havana, Matanzas, Santa Clara, Camaguey and Oriente, send senators, who are elected for terms of eight years. A senator must be a native Cuban and must have attained the age of thirty-five. The House meets in a building temporarily used for the purpose on Oficio street, near the Machina; a new Hall of Representatives has been planned. There is one Representative for each 25,000 individuals and for an additional fraction over 12,500. The term is four years. A Representative must be a native born Cuban or a naturalized Cuban, who has resided in Cuba at least eight years from his naturalization, and must have attained the age of twenty-five. The President of the Republic, elected for a term of four years, must be a native born Cuban, or one who has served in the Cuban army in its wars of independence for at least ten years, and must have attained the age of forty.





HAVANA, FROM THE RAMPARTS OF CABANAS.

**DR. ALFREDO ZAYAS' ORATION ON MAINE**

Cuba's Distinguished Vice President Speaks Eloquently of Great Influence of Ship on History.

The details of the awful tragedy which sent the battleship Maine to the bottom of Havana harbor, snuffing out the lives of 257 American sailors, are known to nearly every one and there is no need repeating them here. The historical effects of this tragedy, however, will ever be a source of interest in the future as well as the past, to Cuba and to the United States. It is interesting, therefore, to produce the oration pronounced on the wreck of the Maine, at what was, perhaps, the last memorial service held upon it, by one of Cuba's most brilliant and gifted orators, Dr. Alfredo Zayas, vice president of this Republic. Dr. Zayas spoke in Spanish and it is impossible to transmit in translating all the fire, the energy and brilliancy of the original expressions, but the oration in English will not fail to be of interest.

Dr. Zayas said: "Ladies and Gentlemen: We are gathered in this place, and perhaps for the last time, beside the wreck of what was once a powerful machine of war of the great North American nation; in order to commemorate a memorable date in the history of

three nations: in the history of the great Republic of the United States of America, in the history of the old Spanish nationality, and in the history of the young Republic of Cuba.

"A day like today, and in this place, and during hours of the night a formidable crash and a sudden flame which illuminated space, carried to the minds of all those who heard that formidable noise, and to all those who saw that dazzling blaze, that something epoch-making in the political history of those nations was near. On that night, thirteen years ago, the Maine was blown up in the port of Havana, where its wreck has remained until now, and where this year, as in years past, come those who under the glorious folds of the American flag fought in the war with Spain, and with them many whose hearts entertain and uphold sentiments of piety and commiseration in the face of the human calamities, to shed one more tear and to revive the memory, that is due the remains of those sailors, of those men who succumbed by virtue of that sorrowful happening and forever left the earth and passing happiness, and who have slept, either in the bottom of the waters of our harbor, or buried by pious hands in the place destined for the last sleep of men.

"This is a pious duty in which may be associated all men, whatever may be their nationality, their race or ori-

gin, because in the confraternity of the whole humanity, after the passing of the enslaving torrent of the excited human passions, we may as well recognize ourselves progeny of the same origin, and clasp our hands, deploring as a misfortune to humanity that which caused the destruction of living beings, leaving behind them a trail of tears at this homes.

"We have complied, therefore, with a duty of piety, of fraternity, by these services, and by casting fragrant flowers in the bay of Havana, and inclining reverently before the banner, which with its glory, covers those remains and makes more sweet the slumber of those that sleep under its protecting shade.

"We, who represent Cuba, do not come here with our souls full of rancor, nor with remembrances that may produce the least wound in the hearts that beat with ours under the heaven of our country. Each epoch has its passionate moments, and, if on the day the Maine was buried in the waters of the harbor of Havana, that unfortunate occurrence, always lamentable and sorrowful, caused different sentiments, according to the persons that felt them; now at the end of the years, it only remains for us to shed tears of piety to send fervent prayers, to ask peace for the dead, and long for glory to the three nations which are united in history by the event that we commemorate.

From our lips there should not come words, that have the savor of bitterness; free are our hearts and souls from rancor and old ire, and as on any other catastrophe of humanity let us Cubans be gathered here, as you Americans from the North, to mingle our prayers and also cast over the graves of those who here died, our best flowers, typifying the fragrance of our remembrance.

"The wreck of the Maine will disappear from our bay, transported possibly to the nation to which the powerful vessel belonged; but the remembrance of the explosion never will be forgotten and will outlive us, because it marks with the furore of its sudden blaze and its thunderous crash, an era in the history of America, where was determined the emancipation of the Hispano-American territories, the cessation of Spanish sovereignty in America, and it may be said that it was the dawn and birthday of the Republic of Cuba, under the protecting, noble and generous aegis of the great Republic of the United States.

"I had the opportunity of being in the city of Havana the night of the explosion of the Maine, passing accidentally, as it were, through my country; and I can assure you, that all of us that took thought of the extraordinary significance of that happening, an internal sensation moved us, and a magic vision made us fore-

see a smiling future, an aureole of liberty and independence that foretold days of glory for our country; but that natural sentiment has never made me suppose, not even at the first moment, that a cunning hand or infamous treachery sunk the Maine in the waters of Havana harbor. Unluckily happenings of this kind—we do not know the invisible hand that makes them—take place at the predestined moment, the psychological instant in history to change the fate of the people; an invisible hand that may be called Providence or chance, ordained that the last drop, let us say, in the overflowing vase of the excitement of the American people who contemplated the continuation of a cruel and hard war, and the explosion of the Maine was followed by another explosion of the popular American sentiment that produced the war between the United States of America and the Spanish nation; a war that was full of heroism on both sides and which ended with the consecration of the young Republic of Cuba."

No tourist should fail to spend one evening in the park when the nights are delightfully fresh and cool, and the scene as the people parade round and round, all in their finery, exhal-ing clouds of cigarette smoke and strong whiffs of perfumery, is fascinating in the extreme to the transient visitor.



## HAVANA CHURCHES AND CHURCH CUSTOMS.

**Catholic Is Dominant Creed—Protestant Churches Only Established Since Spanish-American War.**

Under Spanish rule the Roman Catholic Church was the established church of Cuba; public services of any other church were prohibited. In a circular issued by the Spanish Governor to induce immigration, it was provided, "no others but Roman Catholics can be inhabitants of the island." The Protestant Bible was interdicted in the Custom House. The British Government made repeated but futile efforts to secure for its subjects living in Havana permission to build a chapel for Protestant worship.

So late as 1898, when the funeral of the Maine victims was held by the city authorities in the Governor's Palace, and Captain Sigsbee requested of the Bishop of Havana that the Protestant burial service might be read over the Protestant dead, the request was politely declined, the Bishop expressing regret for his inability to comply with it. All that Captain Sigsbee could do was "to read the service a part at a time as opportunity offered, chiefly in the carriage on the way to the cemetery and afterward in the hotel." The Spanish-American war changed all that. There are now in Havana various Protestant denominations.

The churches and religious orders were formerly very rich, possessing sugar plantations and coffee estates which had been bequeathed to them, and drawing vast revenues from lands on which mortgages had been laid in their favor; the French Encyclopaedia once reviled the churches of Cuba because they were "so revoltingly rich." In many instances the estates of the monks were long ago confiscated and expropriated to the use of the State; the monasteries of San Agustin and Santo Domingo were converted into Government storehouses.

Church festivals were observed with much pomp. At one period, it is recorded, 525 festivals were celebrated annually in the twenty-nine

establishments the city then possessed, besides vespers, Ave Marias, masses and sermons. The Spanish historian Arrette affirms that in pomp and solemnity the functions of the church were unrivalled by any in Europe, and he tells us that more wax was consumed in candles for the churches of Havana in one month than in other cities for the whole year. Feast days were marked in the calendar as half cross days to be ob-

Week were elaborate; religious processions filled the streets; the Holy Sepulchre was borne in state by devotees jealous to perform the service; effigies of Christ and the Virgin and the images of the saints from the churches were carried through the streets.

"The next day, which was Good Friday, about twilight, a long procession came trailing through the streets under my window, bearing an

1904, there was discussed in the Cuban Congress a law forbidding religious processions in the streets.

The ecclesiastical government consists of the Archbishop of Santiago and the Bishopric of Havana. The Cathedral has already been alluded to, some other churches may be noted.

San Agustin, at Cuba and Amargura streets, formerly a monastery built in 1608, is the oldest church in the city. Among the decorations of

liberality the monastery was founded in 1578.

La Merced, at Cuba and Merced streets, is the wealthiest and most aristocratic church in the city, and a fashionable congregation may be seen at its Sunday morning mass. There is a full orchestra. The church was built in 1746, and rebuilt in 1792; and the interior has been remodeled and richly decorated within recent years.

"The Admiral Don Christopher Columbus and the Spanish Army, being possessed of the Cerro de la Vega, a place on the Spanish island, erected on it a cross, on whose right arm on the 2d of May, 1493, in the night, there appeared with her most precious Son the Virgin Our Lady of Mercy. The Indians who occupied the island, as soon as they saw Her, drew their arrows and shot at Her; but as the arrows could not pierce the sacred wood, the Spaniards took courage, and falling upon the same Indians, killed a great number of them. And the person who saw this wonderful prodigy was the V. R. F. Juan."

Belen Church, on Compostela street, at the corner of Luz, was built by Bishop Diego de Compostela in 1704. It takes its name from Santa Maria de Belen (Our Lady of Bethlehem), patroness in Spain of the Franciscan order of Jeronimites. The church and monastery, and free school in connection, were maintained by the Franciscan monks for nearly a century, and then the buildings were taken by the Government for use as barracks. In 1853 they were given to the Jesuits, who formed schools, established the College of Belen, set up an observatory reputed to be the best organized in Latin-America, collected a library rich in prints and drawings illustrating Cuban history, and formed a museum of native woods and natural history specimens. James Anthony Froude wrote of them in 1887, when they had a school of 400 pay pupils and hundreds of free: "They keep on a level with the age; they are men of learning; they are men of science; they are the Royal Society of Cuba." The Belen arch spanning Calle del Sol is one of the picturesque bits of Havana. The columns and ceiling of the interior of the church are to be noted. Over the high altar is a Holy Family by Ribera.



CENTRAL PARK.

served with special religious services, and whole cross days, on which business was wholly laid aside. In no other country than this land of mañana — tomorrow, by-and-by — could such a system have obtained. An American in Cuba once recorded his complaint, "This is St. Joseph's Day, the patron saint of the collector of the port, so he refuses any goods to be landed on this day."

The public ceremonies of Holy

image of the dead Christ lying upon a cloth of gold. It was accompanied by a body of soldiers holding their muskets reversed, and a band playing plaintive tunes; the crowds uncovered their heads as it passed."—William Cullen Bryant.

But this has passed away, along with many other of the old customs which were picturesque and interesting, but not in keeping with the spirit of the present day. In November

the walls are to be noted the Stations of the Cross in twelve alto-relievos.

Santa Catalina, on O'Reilly street, at the corner of Compostela, built in 1698, contains the bones of the martyrs Celestino and Lucida, which were brought from Rome.

Santo Domingo at O'Reilly and Mercaderes streets, was a monastery of the Dominicans. In the sacristy are preserved portraits of the Count and Countess of Casa Bayona, by whose



O'REILLY AND OBISPO.

Both Streets Are the Delight of Visitors Who Like to Shop—Peculiar Names of Shops.

The shopper's delight in Cuba are Obispo and O'Reilly streets. There the visitor who wishes to lay in a supply of rare laces or rich silks can do so at prices which appear remarkable to people accustomed to United States' prices. The streets are so narrow that wheeled vehicles are permitted to pass in one direction only. The impression of narrowness is intensified by the heavy cornices and overhanging balconies, and the signs which are suspended above spanning the street; while in the sunny hours awnings are stretched from roof to roof completely covering the street and creating a subdued yellow-toned light or dusk, which gives the street with the succession of open shops and their varied stocks of goods exposed to view the air of an Eastern bazaar. There is also, as one looks down Obispo street from the Albear Park, something reminiscent of the Midway. Calle Obispo is Bishop street. When the Conde de O'Reilly came to Cuba in 1763, and named the streets of the city, which before that time had been unnamed he called this one O'Reilly after himself.

A peculiarity of shops in Havana is that as a rule they do not bear the names of the proprietors but are called by some fanciful name, as Las Ninfas (The Nymphs), La Esperanza (Hope), Truth, The Fair, Modesty, Patience, Galatea, La Diana, or some other. It is true that our illustrations do not illustrate this peculiarity, but observation will show that the signs like those in the pictures are not the rule, but the exception; they are American innovations, not the characteristic way of the Cubans.

The Cubans have a taste for prodigality in grandiloquent or pretty names. Every shop, the most humble, has its name. They name the shops after the sun and moon and stars; after gods, and goddesses, demi-gods and heroes; after fruits and flowers, gems and precious stones; after favorite names of women, with pretty fanciful additions; and after all alluring qualities, all de-

lights of the senses, and all pleasing affections of the mind. The wards of jails and hospitals are each known by some religious or patriotic designation; and twelve guns in the Morro are named for the Apostles. Every town has the name of an apostle or saint, or of some sacred subject. The full name of Havana, in honor of Columbus, is San Cristobal de la Habana; and that of Matanzas is San Carlos Alcazar de Matanzas.—R. H. Dana, 1859.

Another time-honored custom of the Cuban merchant is to eat his meals in his shop. If we pass along the street at breakfast time, 11 o'clock, and look in at the shops, we shall see business suspended, the table spread in the middle of the room, and the shopkeeper and his clerks sitting down at their meal in the midst of their goods. The custom is universal throughout Cuba with the Spanish shopkeepers. The clerks, also Spaniards, unmarried, live in the shop and board with their employers. They know no other dining room, nor parlor nor living room than the shop.

In Calles Obispo and O'Reilly the tourist will find many articles suitable to take home for souvenirs. In the old days when the toreador was the hero of Havana, everybody bought bullfight fans; the bull ring has long since been abolished, but people still buy bullfight fans; they are inexpensive and may be used for room decorations. In the shops devoted partly or exclusively to fans, there is a wide range of choice, as to styles and prices; the cost runs from a few cents to a few hundred dollars. Among the most expensive are those with sticks of carved ivory inlaid with gold and mounted with small oval mirrors on the outer sides and the fans hand-painted or embroidered. The use of the fan in Cuba is universal.

"There is one article without which the Cuban lady would not feel at home for a single moment; it is the fan, which is a positive necessity to her, and she learns its coquettish and graceful use from early childhood. formed of various rich materials, it glitters in her hand like a gaudy butterfly, now half, now wholly shading her radiant face, which quickly peeks out again from behind the shelter like the moon from out a gilded cloud

The little article (always rich and expensive), perfectly indispensable in a Cuban lady's costume, in her hands seems almost to speak; she has a witching flirt with it that expresses scorn; a graceful wave of complaisance, an abrupt closing of it that indicate vexation or anger; a gradual and cautious opening of its folds that signifies reluctant forgiveness; in short, the language of the fan in a Cuban's hand is an adroit and expressive pantomime that requires no foreign interpreter."

There are for the women mantillas, Cuban drawn work hand-made laces and embroideries; and for the men there are walking sticks of mahogany, acana ebony, royal palm or other native woods, or of a shark's vertebrae; Panama hats (jipi japi), or the immense headgear of the Cuban countrymen, called the guajiro, high-crowned and broad-brimmed, turned up in front and turned down behind. It is of braided palm leaves, and if we go into the country we may perhaps see a native Cuban hat factory. The guajiro makes a good waste basket for papers. Among other native productions are belts and pocketbooks made of the skin of the maja, a harmless Cuban snake of the constrictor species, which sometimes grows to a length of twenty feet or more. Then there is some fascinating feather work, picturing flowers, birds and cock fights; with photographs and colored views, jewelry, native preserves of guava jelly and marmalade limes, mammeys, sour-sop, cocoanut, orange, almond, mango, zapote and other fruits peculiar to the tropics.

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BASEBALL IN CUBA.

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Baseball is played on the grounds of the Almendares Club on the Paseo de Tacon, opposite the Botanical Garden. Principe cars pass the gate. The grounds of the Havana Baseball Club are at Vedado. The most important games are played on Sunday afternoons, and are announced in the Havana Post.

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The law used to require plantation owners to own a dog to guard livestock; a cat, to kill rats; and to keep a cross set up before the door, as a sign that the Catholic religion was respected.

ATARES CASTLE.

Was Scene of Execution of Colonel Crittenden and His Fifty Kentuckians in 1851.

Atares Castle occupies a round hill at the head of the harbor, 111 feet above sea level. The isolated site, commanding position and picturesque outline make it one of the most conspicuous objects in the vicinity of Havana; it is seen from the town, the ships in the harbor, and the ramparts of Cabaña. The fortress is a small bastioned work, built in 1763-67, after the restoration of Cuba by the British. For some act of the

garrison a century ago it enjoyed the distinction of being the only fortress which was permitted to fly a silken flag. The Kentuckian, Crittenden, and fifty of his men of the Lopez expedition in 1851 were imprisoned in Atares, and it was on the slope of the hill overlooking the harbor that they were executed. The castle has been converted into a jail. On the slopes in great letters formed of cannon balls and flower beds are seen the names of Marti and other heroes of the Cuban struggle for independence.

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Those who have been here in winter all want to come again.



AN AVENUE OF PALMS.



## PRESIDENT'S PALACE.

Head of the Republic Resides Where Formerly Spanish Captain Generals Were Arbiters of Life.

Where once Spanish Captain Generals were the arbiters of life and death of all who lived in Cuba, there lives now the head of the Cuban Republic, the President. It formerly ranked as one of the finest buildings in the city, but is now fast falling into decay. A new presidential palace is to be erected by the government to cost in the neighborhood of a million dollars. The present building was built in 1834 during the administration of Tacon, and occupies an entire block, with colonnaded facade extending the entire east side of the Plaza de Armas. The main entrance is of marble richly carved, the central feature of the decoration being a cartouche bearing the Spanish arms. The large patio is surrounded by arcades, with grilled balconies and airy galleries; in the center, amid a mass of shrubbery and tropical flowers, stands the well known statue of Columbus. The construction of the building is very massive, with heavy floor beams of acana and jocuma. The interior was partly remodeled by the Americans; The decoration of the Mayor's room was done by them; the wainscoting is Cuban wood known as caoba. The Palace is the office of the President, and contains also the offices of the Mayor and other city officials, and the hall of the Ayuntamiento or City Council.

The President's apartments are on the third floor, reached by broad marble stairways with large mirrors in gold frames on the landings. Of the three state reception rooms, one is furnished in white and blue, another in crimson, with the escutcheons of Spain and Havana over the doors and windows; and a third smaller one which under the old regime was the throne room, and is now the special reception room in which are received the guests. Among the crimson upholstered chairs in the room is one which is surmounted by a gilt crown. It was formerly the throne chair, and stood on a dais in this room. Back

of the throne room is the chapel, whose robes and altar cloths are rich embroideries, done by the hands of devout Cuban women.

As the headquarters of the government, the Palace represented Spanish authority, and was identified with Spain's rule of Cuba for good or for ill; it was fitting then that the final act in the surrender of that authority and the abandonment of that rule should take place within the Palace walls. It was here that on January 1, 1899, Lieutenant General Adolfo Jimines Castellanos, the last representative of Spanish dominion over Cuba, formally yielded up his office to the representatives of the United States, and thus ended Spain's tenure in Cuba. General William Ludlow, then commanding the Department of Havana, records the momentous incident in his report to the Secretary of War.

Three years and five months later a yet more memorable event took place here, when the Palace of Spain's Captains General witnessed the establishment of a republican form of government. On the 20th of May, 1902—the day whose anniversary Cuba observes as her national holiday—the allotted task of the United States having been accomplished in the island, the American flag was lowered from the staff on the Palace and the flag of Cuba took its place. The Republic was established at 12 o'clock noon of that day. The transfer of government, formally declared in a document written by President Roosevelt and received by President Palma, was made in the main room of the Palace. During the ceremony the United States troops in the Plaza presented arms as the American flag was lowered; and when the flag of the Republic was raised, the guns of the United States cruiser Brooklyn joined with those of the Cabaña in its salute.

Onions.—The Cuban is extremely partial to the Spanish onion and that of the Canary Islands, both of which will prosper in Cuba. As this is a purely agricultural proposition it should furnish an excellent field, provided storage facilities are furnished, for onions are said to deteriorate like potatoes in Cuba.

## PLAZA DE ARMAS.

In and Around This Narrow Place Was Made the Greater Part of Cuba's History.

The Plaza de Armas is important because in and around it has been made the greater part of Cuba's history. To one side of it is the place where mass was first said when the city of Havana was founded. On another side is the Presidential Palace, where Spanish governor-generals for many years ruled the destinies of the island. On a third side is the Fuerza fort built to defend the city of Havana and the first fortification the city boasted when it was but a growing colony.

A group of interesting points which are near together and may be visited in connection, are clustered about the Plaza de Armas. These are the Palace, Temple, Fuerza, Cathedral, and the shopping streets Obispo and O'Reilly. Near the Plaza is the Cailleria Wharf.

It was the practice of the Spaniards when they laid out a new town to reserve a space in the center as a public square, about which the military and civil buildings might cluster, and the open field of which might be used as a drill ground for the soldiery, thus giving to it the name of Plaza de Armas, or place of arms. In keeping with such a custom, this open square was reserved for a plaza when the city was founded in 1519. Here we get back to the beginning of Havana. On the east of the square nearer the shore of the bay still stands a ceiba tree descended from the ceiba which originally shaded the spot when the founders of the city held the first mass. On the north is the old fortress La Fuerza, well named the "corner-stone of Havana." On the south was established the soldiers' barrack and on the west was the first church. The church was demolished in 1777, to make way for the new residence of the Governor-General. In the wall the building on the corner of Obispo street is a marble table which was removed from the old church, commemorating the death in 1667 of Doña Maria Cepero, who was killed by the accidental discharge of a soldier's arquebus while she was kneeling at her devotions in front of one of the altars.

ing at her devotions in front of one of the altars.

The square is still the administrative center of Havana and Cuba. The Palace, in addition to being the President's residence, contains the hall of the city government, and various civil offices; the Senate building fronts the Plaza on the north; in La Fuerza are kept the archives. Near by are the departments of the government and the Hall of Representatives. The park is laid out with flower beds, and there are royal palms and laurel trees. In the center is a marble statue of Ferdinand VII. There was a peculiar propriety in setting up here in front of the Palace the effigy of the

Spanish king in whose troubled rule the royal decree was issued which gave to the Captain-General of Cuba "all the powers of governors of cities in a state of siege."

In old Havana, crowded within the city walls, the Plaza de Armas was the favorite pleasure resort of the Havanese in the evening.

Banks a few years ago were almost unknown in Cuba except in a few of the larger cities, but now they are to be found in numbers in every town of importance.

There is no richer soil than that of Cuba.



STREET VENDER IN HAVANA.



**CARCEL AND PRESIDIO.**

Occupies One of the Most Prominent Sites of the City—Often Taken for President's Palace

Near the foot of the Prado, and occupying one of the most prominent sites in the city, is the immense yellow building of the Havana Carcel, which is not infrequently mistaken by tourists for the Palace. It is used as a Carcel or city jail, with entrance on the Prado, and formerly as a Presidio or penitentiary for the island, entrance on Zulueta street, and also contains various court rooms. It was built in 1839 by Governor-General Tacon, chiefly by convict labor of chain gangs made up of runaway slaves, white malefactors and Carlist prisoners from Spain; and it is recorded that Tacon financed the undertaking with certain public funds which, before his time, had been diverted by dishonest officials. The building is 300 by 240 feet, and surrounds a large interior court or patio, which is filled with shrubbery. It has room for 5,000 men; there have been at times 1,000 prisoners within its walls. There were 600 here when the Americans came to Havana, many of whom had been incarcerated for years without trial. One hundred of this class were released, and of sixty others the sentences were commuted. The Americans cleaned up the dreadfully filthy building, and introduced many reforms of administration. The Carcel contains the garrote, which is the Cuban instrument of capital punishment. It consists of a semi-circular iron band or collar, which fits the front part of the victim's neck; and has in the back of it a screw, which, working on the principle of the screw of a letter-copying press, presses against the vertebra near the junction of the skull. A sudden turn of the screw crushes the bone and spinal cord, and death is instantaneous. While the garrote is held in universal infamy, largely for the reason that so many martyrs of the Cuban cause were executed by it, it is nevertheless a merciful instrument of death. Garroting is pronounced by physicians to be more humane than hanging. Executions formerly were public spectacles.

To turn to lighter things, it may

be recalled that in the old days in Havana malefactors were scourged in public, the victim being paraded through the streets, mounted backwards on a mule, and whipped at various designated points in the city until his full complement of lashes had been received.

When Tacon chose this site for his prison, the spot was far outside the city wall, and near-by, where the Students' Memorial now stands was the place of public execution. But however remote from the life of Havana the Carcel may have been when it was established, the growth of the town and extension of the park systems have given it a conspicuousness and nearness to the city's pleasure grounds which are seriously deprecated. It thrusts itself upon the notice of the throngs of the Prado and the Malecón, and is out of harmony with its surroundings. The American government of intervention entertained a plan to remove the jail prisoners to the Hospital Militar, at the head of the harbor, and the penitentiary convicts to the Cabaña, and thus to make the splendid building available for public offices; but the scheme was abandoned. A more recent proposition is a plan to utilize the magnificent site for a hotel. The Carcel was listed in a city schedule in 1900 at \$464,000.

Just beyond the northern end of the Carcel, where an armed guard keeps watch by day and night, is the Students' Memorial. The simple panel is set in a fragment of the wall of the old Commissary Building, which stood here in the days when Havana was full of Spanish troops. When the building was demolished by the Americans, in the general rearrangement and parking of the land around the Punta, this bit was preserved as a fitting memorial of one of the tragic incidents in Havana's history. The ground in front of the wall was a place of public execution; it was here that certain students of the University of Havana were sacrificed to the animosity of the Spanish volunteers, a full account of which is published in this edition.

Columbus discovered Cuba in 1492, landing probably at Banes Bay. He coasted west, as far possibly as Nuevitas.

**PUNTA CASTLE.**

Was Begun in 1659—Was Intended to Assist Morro in Havana's Defense.

The Castillo San Salvador de la Punta (Punta means point) is situated immediately on the water front on a jutting point which narrows the harbor entrance. It is a small stone bastioned work which was begun in 1659 under direction of the engineers of the Morro. It is described in 1762 as being situated 200 yards from the Punta Gate of the city wall, from which it was separated by a ditch crossed by a drawbridge. The batteries of La Punta were intended to supplement the heavier artillery of the larger fort across the harbor in the siege of Havana by the British. La Punta was silenced only after the guns of the Morro in the hands of the enemy had been turned upon it, and its surrender marked the end of the city's resistance. The work is now used as a barracks by the Rural Guard.

No longer useful as a fortified defense, La Punta has become the central point of the park improvements here designed and carried out by the American government of intervention. The American engineers demolished the unsightly buildings surrounding the fortification, laid out the grounds as a park, and transformed the waste spaces from a receptacle for all sorts of refuse into a well kept park and popular recreation ground. The shore beyond the west bastion was formerly a dumping ground and one of the low quarters of the city. This, too, the Americans set about reclaiming and making beautiful. They found certain conditions resulted from the operation of the Spanish law under which the land washed by the waves of the sea at the highest tides and during storms is the property of the state. Landward from this shore property another strip also, denominated a service zone, was reserved for public uses. Rights of occupancy for these lands were granted only by royal orders, and only temporary rights were given. Under the operation of these laws Havana's sea front had been unbuilt on except for fortifications and for temporary bath houses; so that there was left

a bare space along the shore from La Punta west to the Almeidares River at Vedado. It had long been the desire of the Havana authorities to utilize this space for a parkway and shore drive, and in 1876 General Albear had drawn up a plan for the purpose; this had never been adopted, however, nor, did the American authorities follow it. Under a project prepared by the Chief Engineer, Major Wm. M. Black, they built the Malecón and its music stand, and began the construction of Gulf Avenue.

Of all countries, Cuba politically and commercially, is most closely associated with the United States.

**ARRIVAL IN HAVANA.**

On arrival in Havana every facility is given the stranger. Tug boats come alongside every passenger steamer and aboard are representatives of all the principal hotels in the city. By means of these representatives the visitor can select the hotel he desires and so notify the representative who will take immediate charge of the baggage and see that it is properly passed through the custom house. These representatives all wear caps or shields with the names of their respective hotels so that there is no danger of trusting to them.



A LOCAL VENDER OF HAVANA CIGARS.



## IN AND ABOUT THE CITY.

**Cafés Are Everywhere in Havana. Many Tempting Drinks of Harmless Order Available.**

The cafes are everywhere in Havana. The typical café is all open to the street and has tiled floor, marble wainscoting marble-top tables, and marble bar, on which are displayed pineapples, guanabanas, green cocoanuts, and other fruits from which mild and cooling drinks are made. To sit at a table and quaff harmless elixirs seems to constitute the larger part of the daily life for a people who are not too hurried; and the visitor is quite likely to find himself taking most kindly to this particular custom and experimenting with such inviting beverages as he may be able to make the waiter comprehend his desire for.

Among the popular drinks is one called panal (honeycomb) or aszu-carillo, which is made from a mixture of sugar and white of egg, dried in rolls about six inches long, which look like spongy white candy; the rolls are served with a glass of water and with or without a lemon; when the panal is dissolved it produces a sweetish drink like the eau sucre of the French. There are many refrescos or refreshments, made from the native fruits. Piña fría is fresh pineapple crushed and served in a glass with sugar and ice. Limonada or lemonade is commonly flavored with cinnamon. Naranjada is orangeage. Tamarindo is tamarind paste dissolved in water, or the fruit crushed in water. Orchata is milk of almonds, the French orgeat. This is the recipe for home use: Blanch three dozen sweet almonds, crush thoroughly and boil with two quarts of vanilla for flavoring. Sweeten to taste, and when cool strain through a fine sieve. Chill before serving.

Garapina is made from the skins and cores of pineapples, which are washed and placed in a stone jar with water to cover them; the jar is covered with a netting and allowed to stand outdoors to ferment for four or five days; the liquid is then drawn off and sugar and water are added. The milk of the cocoanut is a common and popular beverage, being simply poured out from the green

nut; even when the nut is plucked from the trees on a warm day the milk is found to be cool and refreshing. Other fruits used for drinks are the guanabana or sour-sop, and the anona or sweet-sop; these are the green prickly-skinned fruits with white flesh and black seeds, which are seen displayed on the café bars. The drink called ensalada (salad) is a beverage composed of various ingredients, the choice of which is determined by the fancy and skill of the composer. It is not unusual in a Havana café to see a person order simply a glass of ice-water and sit down at a table to drink it; a Cuban law require ice-water to be provided free in every café.

It is quite proper for ladies to go into the cafés of the better class; in those adjoining Central Park, after the park concerts or during the theatre intermissions, one finds there a gay throng of handsomely dressed men and women. There are in the cafés a large and varied assortment of sweet cakes and a variety of ices, made from the guanabana, melon, orange, pineapple, and other fruits. One ice cream is named jai alai, after the famous game. Ices are usually served with barquillos or long rolled wafers. Sweets and cakes are displayed in great profusion in front of little shops everywhere throughout the city, and sweets sellers go about the streets bearing trays of confections on their heads.

Coffee is served in all cafés. Cubans burn the coffee bean to a cinder; they say that this process destroys the toxic qualities. Milk is boiled and salted to keep it fresh. The waiter brings the coffee-pot in one hand a pot of boiling milk in the other; the combination of charred coffee and salted milk some persons like at first taste; some learn to like it; some experiment with varying proportions of coffee and milk and never quite determine whether they do or not like it.

Wine is drunk with meals as commonly in Cuba as on the Continent. It is mostly of Spanish vintage, for over 90 per cent of that imported comes from Spain. Although the island is admirably adapted to the culture of grapes, under the Spanish rule grape growing was prohibited because it would interfere with the home in-

dustry, just as in the seventeenth century tobacco growing was not permitted in Ireland because it would conflict with the tobacco interests of the infant colony of Virginia. Drunkenness is rarely observable in Havana.

## HOW HAVANESE BUY.

**How City's Green Foodstuffs Are Brought In—Milk Is Peddled From Backs of Horses.**

In Havana it is the custom to buy household supplies for the day only; and in addition to the market trade there is a large traffic in vegetables and fruits, carried on by hucksters and street venders. In the early morning the roads leading to the city are filled with countrymen (monteros) bringing in the products of the farms, laden on horses and donkeys in large panniers. Not infrequently the animals are in trains, the leading horse being ridden, the second tied to the tail of the first, the third to the tail of the second, and so on for ten or a dozen, with a dog attached to the tail of the last horse for a rear guard. The panniers are filled with plantains, oranges, pineapples, melons, sweet potatoes, sugar cane, and other commodities. A characteristic sight in Havana streets is a mass of green advancing without any visible means of progression, until closer view reveals that it is a stack of green corn fodder covering and enveloping and concealing the animal bearing it. This fodder, which is the staple food of horses, consists of the corn stalks, leaves and tassels; it is grown the year round and is brought into town in fresh supplies daily. Milk cans are carried in panniers on the backs of horses; the old custom of driving cows through the streets and milking them at the door has been discontinued. The poultry dealer brings in his live chickens and turkeys slung head down from the shoulder; and live pigs are carried in the same manner. The rule is to buy chickens alive, for they are cooked immediately after killing, which is the reason that the flesh of fowls is tough when brought to the table of the Havaneese.

The open grille windows are of

course favorable to the street venders of all classes, and their musical cries are heard everywhere. Characteristic of street venders about the city, are the shoe-seller crying his zapatas and zapatillas strung on a rod suspended from the shoulder, and the seller of laces carrying his assortment displayed in alluring array on a staff. Then there is the baratillero, whose stock of little notions—pins and needles and other housewife supplies—is contained in wooden boxes with glass ends, carried on the back of horse or donkey.

To view the sunset is worth the trip to Cuba.

## HARDWOODS OF EAST.

The hardwoods of Cuba, of which there are many varieties, are worthy consideration. Some of them are the best cabinet woods known. Very beautiful furniture is made of mague, for instance, an exquisite greenish wood which takes a high polish. Acana, now used largely for railway ties and bridge timbers, is a magnificent carving wood. Many enterprising American settlers in eastern Cuba have built themselves homes of hardwoods which elsewhere would cost fortunes; their furniture is solid mahogany, unpolished sometimes, or again polished to beautiful brilliancy.



PATIO SCENE, HOTEL CAMAGUEY, CAMAGUEY.



## THE HAMBURG-AMERICAN LINE

Keeps Cuba in Close Touch With North and South America, West Indies, Mexico and Europe.

Cuba is kept closely in touch both with North and South America, the West Indies, Mexico and Europe, by the several services of the Hamburg-American Line. Radiating in all directions, this remarkable fleet of modern ocean steamers enables Cuba to take advantage of her naturally advantageous position. It is largely due to the efficiency of these services that Cuba's enormous wealth of both imports and exports has increased to their present proportions. The various steamers of the Hamburg-American Line sail on schedules carefully arranged to render their service efficient at all times. The comfort and convenience of passengers throughout these services is assured.

Steamers of the Hamburg-American Line calling at Cuba have been especially designed and equipped to meet climatic conditions. The staterooms are roomy and perfectly ventilated. The most up-to-date equipment in the way of electric fans and sanitation to be found on the great transatlantic liners will be enjoyed in even the smaller of these ships. The Line prides itself on its complete organization of every detail of the ship's life. The cooking and general service is as carefully looked after as on the largest steamers.

The new "Prinz" steamers are of about 5,000 tons burden each. The cabins are all situated midship and only on the two upper decks. This location assures perfect ventilation and the minimum amount of motion. In common with the newest liners, these "Prinz" steamers are equipped with bilge keels which reduces the tendency to roll to a minimum and renders the ship steady even in high seas.

The main saloons and all public saloons are luxuriously appointed. The dining saloon which extends the entire width of the ship is furnished as in the cases of the newest transatlantic liners, with series of small tables seating four, six or eight persons. An excellent band of musicians

accompanies each ship rendering regular concerts on deck twice a day as well as in the cabin during dinner.

All of the newest safety devices to be found on the largest ships may be found on the Atlas ships. The "Prinz" steamers were built in the great ship building yards of Germany. The ships are built throughout with transverse bulkheads which make it possible to divide up the ship in a series of water-tight compartments. One of these vessels might withstand a severe collision, might practically be cut in two without sinking. Even the smallest of the Atlas boats are equipped with high power wireless telegraph apparatus capable of receiving and transmitting long distance messages. The wireless stations are conducted by experienced operators.

Every ship in the Hamburg-American service is subject to the same careful organization and rigid discipline which obtains on the largest steamers. The seamanship of the officers is the result of years of training, by which they are advanced step by step, the result of rigid examinations.

It is not generally realized that the Hamburg-American Line comprises the largest fleet of vessels in the world under one house flag. Its tonnage is even greater than the entire navy or merchant marines of several of the world's powers. The Hamburg-American Line's fleet at present comprises 171 ocean liners and 217 other vessels; aggregating 388 vessels with a total tonnage of considerably over one million tons. The Line contains sixty different services which visit all parts of the world, visiting among 350 ports of call.

The Hamburg-American Line is constantly carrying on experiments with new devices to improve the efficiency of their ships. A case in point are the tests made with the gyroscope for the purpose of stabilizing ships at sea. After considerable expenditure of time and money it was decided that the gyroscope principle was not practical and the work was abandoned. Not discouraged at this failure the Hamburg-American Line now took up experimenting with the new rolling tank device known as the Frahm Rolling Tank.

In some respects the service enjoyed by Cuba is even superior to

that of the great steamers of the North Atlantic. The "Ypiranga" which maintains a direct service between Mexican ports, Cuba and Europe, has been the first regular passenger steamer to be installed with the new Frahm Rolling Tank. This marvellous invention, it has been proven, practically does away with the rolling of the ship even in heavy weather and renders sea-sickness a thing of the past. The actual test made in the run between Cuba and Europe has proven that the tanks will reduce the rolling of the ship from sixteen degrees from the perpendicular to two or three degrees. So satisfactory has been the test that the non-rolling tanks will be installed on the giant "Imperator"—the largest ship in the world now under construction. Meanwhile tourists sailing from Cuba have enjoyed the latest device in steamship equipment two years in advance of the great transatlantic liners sailing from New York.

A series of five winter cruises is maintained by the Hamburg-American Line from New York to the West Indies each of which makes one or more stops at Cuba. In the course of the season several thousand tourists are thus brought to Cuba which serves to familiarize the tourists with the beauties of Cuba and its commercial possibilities. Throughout the year a series of cruises are made weekly from New York to Cuba and the West Indies which bring a steady stream of pleasure traffic to the island.

Direct services are maintained between both the Eastern and Western extremities of Cuba and New York. The frequent sailings between New York and Havana by the palatial "Prinz" steamers has, of course, come to play an important part in the social and commercial life of the Republic. By installing a direct service between Santiago and New York the Hamburg-American Line has made it possible for the large population in the eastern section of Cuba to reach the United States quickly and comfortably without necessitating the trip across the island to Havana.

A full day has been saved in the journey to and from New York and these eastern cities. Other steamers of the Hamburg-American Line, after calling at Havana, make a circuit of

Cuba on their way to New York thus establishing a belt line which brings the entire island in direct communication with the United States and Europe. The remarkable increase in tourist travel to Cuba from the United States is very largely due to the perfection of the Hamburg-American Line service and the widespread advertising it has given Cuba and its many attractions throughout the United States.

The Hamburg-American Line is at present constructing the largest steamer in the world, the S. S. "Imperator," which will connect at New York with steamers to Cuba. The "Imperator" will be about 900 feet

in length and 50,000 tons burden with a displacement of 73,000 tons. She will carry 4,250 passengers with a crew of 1,000 which will make a total of 5,250. The "Imperator" will be the last word in luxury on the high sea. One of her newest novel features is the reproduction of the famous Roman baths carried out in marble and bronze. This will contain a spacious swimming pool in which the tourists may enjoy sea bathing with unusual luxury while at sea.

Colonel Henry Watterson, editor of the Louisville Courier-Journal, says "See Naples and die." See Cuba and live.



STREET SCENE, SANTIAGO DE CUBA.



## PORTS ON CARIBBEAN.

**Delightful Trip Is Available for Tourists Along Cuba's Southern Shore.**

Steamers sail from Batabano every Wednesday for Cienfuegos, Casilda, Tunas, Jucaro, Santa Cruz del Sur, Manzanillo, Ensenada de Mora, and Santiago de Cuba. Batabano is reached by the United Railways from Havana. The ships are large and commodious; everything is clean, fresh and open; there is no stuffiness nor any of the odors characteristic of steamships; the cooking is in the Spanish style, and the food is abundant, varied and good.

From Batabano to Cabo de Cruz it is one of the most delightful sea trips imaginable. The ship's course is through waters sheltered by outlying keys and as calm and smooth as a lake in a city park. There is not even any ground swell to disturb the equanimity of a voyager subject to seasickness. Hour after hour the ship glides through a tranquil sea, whose glassy plane is unbroken save by the flying fish which scuds from the bow and goes skimming like a swallow over the water. The Caribbean sea water is sapphire; the coloring is intense; and against this deep background the silver crest of the wave from the ship shows in dazzling contrast. The richness of color effects pervades the entire picture of sea and land and sky; at certain hours of the day the very air itself is tinted. For long stretches the coast is rugged; hills and mountains rise abruptly from the shore, their verdant slopes reflected in the water; and distant ranges lie like cloud banks on the horizon. The scenery is superb; travelers liken it to that of the Mediterranean.

Batabano is the habitation of a race of sponge fishermen, hundreds of whose vessels are seen in adjacent waters. Many of the streets are canals. A characteristic feature of the place is the basket-trap for fish. The Batabano fisherman weaves it from cane, and uses it today as the Indian did before him. From Batabano the ship's course is through tortuous channels amid a multitude of islands, where the water is characterized by a peculiar milky, cloudy

appearance, which so impressed Columbus that he took some bottlefuls of it home to show the King. Southeast stretches the vast Zapata Swamp, so called from its shape of a shoe (zapata, shoe). Southwest lies the Isle of Pines, to which a steamer sails from Batabano twice a week. The first port of call is Cienfuegos. The harbor entrance by a sharp turn is completely shut off from view. On the approach from sea there is apparently no break in the shore; once we are within there appears to be no way out. Passing through the narrow and winding entrance channel three miles long, the ship enters the magnificent bay, eleven miles long and three to five miles wide, dotted here and there with palm-adorned islands, and surrounded by hills and mountains. The town lies on a slight elevation, six miles from the sea. South from Cienfuegos the ship is constantly in sight of the San Juan range of mountains, extending along the coast for fifty miles and more, and presenting a panorama of much grandeur and constantly shifting as with the progress of the ship new peaks and valleys come into view. The mountains culminate in the peaks of San Juan and Potrerilla, the latter 3,200 feet in height. Casilda, forty-two miles from Cienfuegos, is the port of Trinidad, which enjoys the reputation of being one of the pleasantest and healthiest places in Cuba, and always a favorite resort for invalids. The town occupies an elevated situation on the side of the mountain well called La Vigia (The Watchtower), whence it looks out over the sea, as it has looked for almost four centuries. It is, next to Baracoa, the oldest town in Cuba. In the old days when the ports were closed, an extensive contraband trade was carried on between Trinidad and Jamaica, the Spaniards exporting tobacco, mahogany and other products, and receiving from the English in exchange negro slaves for the plantations. The neighboring country is very fertile; the sugar planters here were worth millions before the war destroyed their plantations. An American colony settled here is engaged in fruit culture.

Tunas de Zaza has railroad connection with Sancti Spiritus, a point which is now reached by the Cuba Railroad. Jucaro is the southern

terminus of the Jucaro and San Fernando Railroad, connecting at Ciego de Avila with the main line, of the Cuba Railroad. The Jucaro and San Fernando was the military railroad along the Trocha, which here cut the island in two. The lines are shown on the map.

Santa Cruz del Sur is a collection of diminutive toy houses built on a long narrow strip of land between the bay and a lagoon, and on the outer end looking like a South Sea village of thatched huts under the cocoanut palms.

At Manzanillo they have one of those little drop-curtain plazas—Plaza del Oro—you have seen it before in a theater, you say to yourself, with the royal palms and the stone Sphinxes at the corners, where the negro women sell roast pig smoking hot off their stands. This and the line of electric lights on the water front receding and dimming as your ship heads for Cape Cruz, are the pictures you will remember of Manzanillo. There are lying near the Mendez wharf wrecks of two ships of the company which were destroyed by the Americans in the war, lest they should serve as transports for Spanish troops.

From Cabo de Cruz to Santiago we are in sight of some of the grandest coast scenery in the world. The Sierra Maestra mountains here rise boldly from the sea to a height of 5,000 and 6,000 feet. Ojo del Toro, the Eye of the Bull, towers above the cape; and beyond the Pico Turquino lifts its summit 8,320 feet in the air, the highest peak on the island. The bold and precipitous coast line continues all the way to Santiago harbor.

### THE BOTANICAL GARDEN.

Havana's Botanical Garden contains numerous specimens of tropical trees, fruits, plants and flowers. There are avenues of royal palms, artificial grottos and miniature cascades. It is enclosed by a massive iron fence.

Cuba's native flora comprises over 3,350 plants, besides those which have been and are being constantly introduced.

The Cuban government always give facilities for new railroads.

## HAVANA CAB FARES

**Havana Cabmen Expect No Tips from Their Passengers and They Charge Little.**

To the tourist who is accustomed to one dollar fares and expensive tips the cabmen in Havana is apt to be considered little short of a boon. Here tips are not expected and the fare for one trip within the old city limits to Belascoain street is 20 cents Spanish silver for one or two persons, and five cents for each additional passenger.

For business purposes, driving from place to place, with short stops, the

fare is 75 cents Spanish silver for one or two persons, and 25 cents for each additional passenger.

For a continuous drive by the hour for one or two persons, \$1.50, and 25 cents each additional passenger.

### SUBURB OF CERRO.

Cars marked Cerro in green or Palatino in green and white, will convey the visitor to Cerro, a residence quarter. Cerro is reached, too, by carriage drive; the best route is Malecon, Infanta to Carlos III, to Tulipan and thence either to Marianao or via Palatino out the Vento road.



A TYPICAL NEW ROAD.



GOVERNOR TACON.

Was One of Few Spanish Governors Who Rendered Much Good for Cuba.

The name of Tacon is seen in many places in Havana and any work on Havana will have many references to it, for Miguel Tacon, who came to Cuba as Governor-General in 1834, left an indelible impress upon the character and development of the city. Under his predecessors there had been a reign of lawlessness and crime. The streets of Havana and the country roads were infested with highwaymen by day and by night. Merchants who had money to transfer from one town to another were compelled to pay for a military escort. People feared to venture into the streets at night, and when the citizens appealed to Governor Vivas, that worthy replied, "Do as I do; never go out after dark."

Tacon was of different fiber. He came with absolute power conferred by royal decree, giving him the authority of a commander of a city in a state of siege; and he adopted most arbitrary and summary measures to stamp out crime. He apprehended a few of the robbers and displayed their heads in parrot cages on the Punta walk for an example to all their kind; arrested vagrants and bearers of deadly weapons, getting together a chain-gang of 2,000 such convicts, and set them to work breaking stone for roads, sweeping the streets, and building highroads, paseos, prisons and aqueducts.

To "Tacon's lapidarians" Havana owes many of its finest streets and public buildings. He put an end to frauds, robberies and murders; shut up the gambling houses; abolished the national card game of monte, forbidding it even in private houses; prohibited all gambling except betting at cock fights, which were licensed and taxed for the benefit of the state; and made travel safe in town and country alike, so that one might go where he pleased and keep his purse and his life. He held the captains of partidos (country magistrates) responsible for robberies committed in their districts by decreeing that the robber must be sent to Havana or the captain must make good

the loss. Tacon was a despot and exercised a despot's power unrestrained by law or constitution. He seized men and without trial sent them into exile or immured them in the loathsome dungeons of Morro or Cabaña, leaving their families and friends in absolute ignorance of their fate.

Numerous stories have been told of him which seem to show that with all its harshness, Tacon justice sometimes had a fine flavor of grim humor. His compelling way with delinquent debtors on complaint of their creditors was to pay the debt out of his own pocket, and so make himself the creditor. An instance of this is related by Jonathan S. Jenkins, an American miniature painter, whose reminiscences of the Havana of that day have been printed in the Century Magazine. A feeble old man had walked from a distance in the country to complain to Tacon that a wealthy planter neighbor owed him money and would not pay it. The debtor, being then in Havana, Tacon sent the guard to bring him, and confronted him with the accuser. The planter admitted the claim and promised to pay as soon as he returned home. "But," said Tacon, "this old man has walked a long way to obtain his rights. He must ride home. I will pay the debt of \$1,500 and you can pay me." The old man went away rejoicing, records Mr. Jenkins; and the uneasy planter could not have Tacon for his creditor, so he repaid the money before he left the city. On another occasion, when a balloonist had sold several thousand dollars' worth of tickets, but the balloon failed to rise, Tacon confiscated the money and gave it to the orphan asylum. Again, when a successful slaving house brought to him a douceur of a doubloon a head on a cargo of slaves smuggled into Cuba in violation of the law, instead of accepting the "tainted money," as other Governors had done, he at first indignantly refused the bribe, but on second thought, accepted it and turned it over to the orphan asylum. A characteristic anecdote related by Mr. Jenkins is one of Tacon and a celebrated fortune teller of Havana:

"This seer had great reputation in his mystical art, and immense influence over the minds and purses of

all classes, for superstition is a very common infirmity there. This impostor was in the interests of the slave-dealers and their captains, from whom he received 'hard' reasons to turn the influence to their benefit. Sailors were in the habit of consulting him to learn their fortune in going to Africa on slave expeditions. The seer always foretold great gains and a safe trip. This so encouraged them to engage in this business that the captains of merchantmen found it difficult to obtain seamen, and they complained of the evil to Tacon. The general sent for the fortune-teller, who seemed flattered by the call, thinking his Excellency wished the service of his art. When he appeared Tacon asked:

"Do you profess to know the future, and foretell its events?"

"Yes, your Excellency"; and he began to shuffle his cards, and put himself in a prophetic attitude, with a serious, profound looking expression of countenance.

"What do your cards pronounce?" asked Tacon, when he seemed to be ready.

"He cut the cards, and began slowly to read: 'His Excellency is extremely popular with all classes, and his horoscope reveals a bright future of wealth, power—' here he hesitated a moment.

"Make your story short," impatiently replied Tacon. "I have other matters to attend to."

"That is all the future reveals today," answered the diviner.

"Not all, perhaps," said Tacon. "Give me your cards. I am a fortune-teller sometimes myself." (Shuffled the cards and cut them.) "I see that you will be breaking stone in the Morro Castle in less than an hour, and you will stay there two years."

"Tacon ordered the guard to take him away and deliver him to the commandante of the castle with an order for his imprisonment for two years at hard labor."

Havana's drinking water is so good that it is a common saying among the natives that once a stranger drinks it he never fails to return to Cuba sooner or later.

New railroads are constantly being built in Cuba.

CUBA'S FLAG AND ARMS

Flag Was Designed by Old Cuban Patriot Narciso Lopez—Explanation of Cuba's Shield.

The Cuban Coat-of-Arms bears a close relationship to the flag of the country, and is similar in color and design. The design of the flag was the idea of the great Cuban patriot, Narciso Lopez, and of the poet, Miguel Teurbe Tolon, of Matanzas. The five bars, three sky blue and two white, represent the five provinces into which Cuba was first divided, and the five-pointed star indicates the unity of government of the greatest island of the Antilles.

Upon the shield, likewise, the bars represent Cuba's five original provinces; the opposite side shows Cuba's pride, the beautiful Royal Palm, the favorite theme of her poets, and the bit of landscape of green hills and valleys, forming the background, is typical of the country's natural beauty. On the upper part of the shield the two peninsulas represent Florida and Yucatan; the key signifies Cuba's relative position to those shores and to the Gulf of Mexico; and the rising sun pictures the dawning of the new republic. Crowning all is the Phrygian cap, symbol of liberty, the reward of years of struggle on the part of Cuba's patriotic sons.



TROPICAL CUBA—ISLE OF PINES.



## CUBAN NORTH COAST.

Many Ports Are Near Each Other and  
Voyage to Them Is Enjoyable.

Trip Lacks Monotony.

Coasting the north shore on the steamships affords a thoroughly enjoyable experience. The ship's course is for most of the way quite near land, and the ports are so close together that there is none of the monotony of a long voyage at sea. Most of the harbors are landlocked bays, entered through narrow winding channels; many of the towns are picturesque, as Gibara and Baracoa; there is much that is novel to the northern eye; and the scenery is attractive, the interest growing as we proceed to the east and the mountain ranges come into view. There is much to engage the attention at sea and in port, and in some of the harbors the steamers provide launch excursions for sightseeing, hunting and fishing, while the ship is receiving or discharging cargo.

One route of ships is from New York direct to Matanzas, thence to Cardenas, Sagua la Grande, Caibarién, Nuevitas, Puerto Padre, Gibara and Vita and Baracoa. Returning, they stop at Gibara and Nuevitas, sailing from that port to New York. They visit also, on occasion, the ports of Manati, Bariay, Sama, Banes, Nipe and Sagua de Tánamo.

The ships of a Cuban steamship line touch the ports of Sagua la Grande, Caibarién, Nuevitas, Puerto Padre, Gibara, Sagua de Tánamo and Baracoa; thence on the south coast Guantánamo and Santiago de Cuba.

The ships of both lines are well equipped and comfortable; the table is excellent, and the association with officers and fellow voyagers is agreeable. The principal ports visited are noted in brief.

Cárdenas is thirty miles east of Matanzas on Cárdenas Bay, a harbor which is magnificent in extent, but shallow. Settled in 1839, the city is one of the youngest on the island, as it is one of the most flourishing; it ranks fifth in importance in importations and second in exportations. It is modern in plan and construction, with wide streets and pavements, substantial buildings, handsome

stores, an imposing cathedral and pleasant plaza. Americans have always been an important element in the business and social life, to such a degree that it has been called an American city. The Plaza del Recreo has a statue of Columbus, presented to the city in 1862 by Queen Isabella II. A peculiar phenomenon of the harbor is the flow of fresh water which gushes up from subterranean rivers. The harbor contains extensive

Sagua la Grande is on the river of the same name, which is the most important of the north coast, being navigable for twenty miles. The port of entry, La Isabel, called also Isabella de Sagua, is a town built on stilts over the water. Among the interesting Sagua relics of the past is an ancient looped tower, which was built for protection against the pirates.

Caibarién is the seaport of Reme-

gers are conveyed to and from the ship in small boats, for which the fare is 50 cents. The town, situated in the center of a crescent range of hills surrounding the harbor, rises from the water in a series of terraces, and as seen from the bay the picture is pleasing. The Church of the Virgen de la Caridad and the municipal buildings stand out conspicuously on the summit of the hill. The bay is noted for its fish and sponges; good

harbor of Puerto Padre, entered through a winding channel between low banks of mangroves and coral rock, which looks like the Florida coquina. The ship anchors in the bay a mile from the town, which is small and without interest. The port is of growing importance as the center of extensive sugar production. The Chaparra sugar mill, of which the smoke stacks are seen in the distance on the left as the ship enters the harbor, is the largest in existence; it is owned by an American company in which Mrs. Hetty Green is interested. San Manuel, another sugar mill, has been built very near this port.

Gibara is another town which has a picturesque situation on a hill slope rising from the water. The houses are brightly painted, and if we enter the harbor late in the day the scene is full of color.

Sagua de Tánamo, the next port east of Gibara, is entered through a narrow winding channel opening into a bay with clusters of islands on which are little settlements of thatched houses surrounded by banana groves. The background is of mountains, parting very high, their slopes clothed with dense verdure in many shades of green. The combination of bay and islands and mountains makes up one of the loveliest landscapes in Cuba. The town is situated ten miles inland on the Sagua River.

Nipe Bay is the finest harbor on the north coast. There is no bar; the chart shows 198 to 210 feet in mid channel between Mayarí and Ramon points, which mark the entrance from the sea.

### CIEGO DE AVILA.

At Ciego de Avila (pop. 4242), in Camaguey province, the Cuba Railroad crosses the line of the famous military road (trotcha), built by the Spaniards as a barrier against Cuban insurgents in revolutionary times. It extended from Moron on the north coast to Jucaro on the south. Little forts were built short distances apart along its route to guard it. Some of these fortlets stand yet battered, covered with moss, draped with vines, so picturesque and poetic in appearance it is difficult to realize that they were built for other than decorative purposes.



A CAMAGUEY CATTLE RANCH.

asphalt deposits, and vessels moor over the beds to dredge up their cargoes. The bay was the scene of the Winslow tragedy of the Spanish-American war. In old days Cárdenas Bay was a stronghold of the pirates, and a distributing point of their booty to the towns of the interior. There are large sugar plantations in the vicinity. The exports are honey, wax and mahogany. The population in 1889 was 24,861.

dios, five and a half miles inland, and is an important sugar exporting point. There are large plantations in the vicinity. Other industries are sponge fishing, mahogany and cedar cutting, and the production of honey.

Nuevitas is situated on a very narrow, winding passage, four and a half miles in length. From the entrance open two bays, Mayabano and Nuevitas. Vessels anchor in the harbor two miles from the wharf. Passen-

tarpooon fishing may be had. Numerous tame pelicans are a pleasant feature. The chief export of Nuevitas is sugar. Entering this harbor October 28, 1492, Columbus named it Puerto Principe, and here in 1515 was established the town of that name, which was afterward removed to the old Indian village of Camaguey. The present Nuevitas was established in 1820.

Fifty miles east of Nuevitas is the



THE CUBA RAILROAD CO.

Main Line Begins at Santa Clara and Extends to Santiago Through Three Largest Provinces.

The Cuba Railroad, is from more than one point of view the most important, and is destined to be the richest railroad of Cuba.

No person visiting Cuba, bent either on business or pleasure, should fail to see the territory served by the Cuba Railroad Co., whose main line commences at Santa Clara and ends in Santiago. It runs, therefore, through the three largest provinces of Cuba, which represent about 73 per cent of the total area of the island, although they contain but 50 per cent of its total population. This will give an idea of the possibilities of this portion of the country.

Cuba is reputed to be one of the richest, if not the richest island in the world. The territory served by The Cuba Railroad Co. comprises the richest part of Cuba. This is especially true of Oriente, a province rich in history, rich in area, immensely rich in possibilities, and splendidly rich in scenery of so diversified a nature as to be unrivalled by that of any other province of the island.

It comprises also some of the most ancient and interesting cities of Cuba.

First among them is Santiago de Cuba, the capital of the province of Oriente, and which was for some time the capital of the island. It was founded by Don Diego Velázquez 395 years ago, when the great Aztec empire was still intact, when Henry VIII. was ruling England, 106 years before the Pilgrim Fathers set forth on their memorable voyage. It is today a city of 60,000 inhabitants which offers to travelers all modern conveniences, but which has preserved its charming antique aspect.

San Juan Hill and El Caney, dear to the hearts of Americans, are within easy reach. Old Morro Castle, where Hobson was imprisoned, is only five miles away. Magnificent automobile roads leave the city in several directions. One of these roads is particularly worthy of notice and no visitor to Santiago should fail to see it. It is a winding road, built by General Wood, which conquers one

of the many hills surrounding Santiago. The scenery from this road is simply indescribable. It opens to the traveler's view a number of beautiful valleys, and from its summit (1,525 feet above sea level) he can see Santiago and its harbor and, deep in the far background, the sea. Nothing, in Cuba certainly, and few scenes anywhere, can equal this; none are like it in its tropical beauty, and none of any kind in any clime sur-

tractions are its time-eaten churches, of which it possesses a goodly number. Its climate is ideal, in the winter months especially. It is a most agreeable resting place. Realizing this, The Cuba Railroad Co. has, at great expense, opened the Hotel "Camaguey," which is, without doubt, the most comfortable hotel in Cuba. The drainage, plumbing and all sanitary arrangements are as perfect as possible, the bedrooms are unusually

trains extremely fertile soil, great tracts of very valuable timber land and very large deposits of ore—copper and manganese especially. It will be worth the while of any investor to look into the opportunities of this territory as quickly as possible.

This new territory contains several important towns, among which is

Bayamo, which was founded by Diego Velázquez in 1514, and is one of the most interesting of Cuban cities

most prominent of the leaders of the revolution of 1868 were citizens of Bayamo. It was captured by the insurgents in 1868, and the next year, when it became impossible to defend it against the battalions of Count Valmaseda, it was set on fire by its inhabitants. The example was set by a young woman—almost a girl—who resolutely set fire to her home and urged her fellow citizens to do likewise. Bayamo has lived a languishing existence since then and still has many a ruin to show her love for liberty.

A few miles to the southwest of Bayamo is the famous battlefield of Peralejo, in which the Cuban leader, Antonio Maceo, almost captured General Martinez Campos, the Governor General of Cuba, who had to seek refuge in Bayamo. This victory gave great impulse to the revolution of 1895.

At Bayamo is the convent of San Francisco, in the patio of which was buried the niece of Diego Velasquez.

Another point of great importance is

Antilla, on Nipe Bay, the northern terminus of The Cuba Railroad Co., where extensive dockage facilities have been provided by the company. The Royal Mail Steam Packet Company and the Munson Steamship Line make regular calls at Antilla and other regular services will be established in the near future.

The company has built at Antilla a first class hotel where travelers will find every convenience at moderate prices.

The Cuba Railroad Co. runs a daily train from Villanueva Station, Havana, to Santiago. This train carries sleeping and observation cars. It leaves Havana at 10 p. m., reaches Camaguey at 12:30 p. m. of the next day and arrives at Santiago nine hours later.

There is also a train running daily between Havana and Camaguey. It leaves Havana at 8:15 a. m. and arrives at Camaguey at 10:15 p. m. of the same day.

Descriptive illustrated literature of the territory served by The Cuba Railroad Co., as well as any particular information concerning same, may be obtained by addressing F. Rosado, Traffic Agent, The Cuba Railroad Co., Camaguey, Cuba.



CUBA RAILROAD COMPANY'S STATION, CAMAGUEY.

pass it in varied and exquisite loveliness.

Camaguey is another city of great interest. It is the capital of the province of the same name, and was also founded by Velázquez at the beginning of the sixteenth century. Here The Cuba Railroad Co. has established its headquarters. It is a city of about 30,000 inhabitants and is full of most quaint and picturesque nooks and corners. Among its chief at-

large and airy; the great corridors are striking features, and the inner garden, or patio, is beautiful. It is most artistically set with tropical plants and trees of various kinds, among which are the stately palm and the graceful bamboo.

The Cuba Railroad Co. has recently finished the construction of new lines aggregating about 200 miles of road. The territory opened by these new lines is immensely rich. It con-

from an historical point of view. It is situated on the northern slope of the Sierra Maestra range of mountains and is partly encircled by the river Bayamo, one of Cuba's most important streams.

On account of the attacks made on Santiago by buccaneers, a number of the wealthiest of the residents of Santiago migrated to Bayamo, which for a length of time was the center of learning and culture in Cuba. The



UNITED RAILWAYS  
OF HAVANA.

Offers Luxurious Transportation to  
the Tourist to Every Part of  
of Cuba East of Havana.

Touring Cuba may be accomplished with every ease and comfort by the United Railways of Havana and their connections, and sojourns in the principal towns and cities of the interior now enter into the itinerary of every well-informed visitor to Cuba, who is no longer content with only the enchantments of the capital for he knows that the other cities of the Island, each distinctively charming in some particular way of its own, have attractions that are in some respects even more alluring than those of the metropolis itself.

For, however fascinating Havana may be, a greater, grander Cuba lies beyond, and it is only after traveling through this lovely Island that one realizes what a beautiful garden Cuba is, and today all the most important and interesting parts of the Island are easily reached by railways, so that a general tour of the Island is best. The tourist who has not the time at his disposal to do this can avail himself of the many shorter excursions to towns near Havana, and thus become acquainted with and enjoy the charms of rural Cuba and the matchless beauty of its tropical landscapes.

The United Railways of Havana hold the key to nearly all the important and interesting points on the Island east of Havana; in fact if the tourist wishes to see Cuba as it really is, it will only be necessary for him to take any one of the through trains over this system and its connecting lines eastward and the alluring panorama of the varied phases of Cuban life and sceneries unfold themselves in a series of captivating situations and delightful prospects. This can be taken in all comfort. The coaches in use are of the very latest pattern, lighted by electricity, and furnished with electric fans for the additional comfort of the travelers. The company has also established an efficient buffet service on its principal trains, and is continually introducing some improvement or other

with the end in view of providing the very best service for the traveling public.

MATANZAS.

Of the many shorter trips from Havana, the most popular and interesting is that of the beautiful city of Matanzas—sixty-three miles eastward from the capital. It possesses all the quaint and foreign aspects that are so characteristic of Cuban cities, and at the same time is un-

innumerable incandescent electric lamps; the grand scenery viewed from the famous hermitage of Monserrate, and its many other natural beauties make Matanzas an ideal place to spend several days most pleasantly, and year after year the number of visitors to Matanzas is increasing.

So charming a city is Matanzas that every tourist should, if possible, make a stay, there of several

The wonderful caves of Bellamar are situated about two miles on the other side of the city of Matanzas. They are located on a plateau as level as a table top, which presents no visible sign of the existence of caves of such renown. Entering a small house, however, the tourist approaches a broad stairway cut out of the rock, leading down to an immense gallery in this subterranean world of wonder. Descending with

the Gothic Temple, is 250 feet long and 80 feet wide.

There are many very interesting excursions possible from Matanzas, over the beautiful blue waters of its bay and on the San Juan river, and a trip up the intensely tropical Canimar river, which winds between steep cliffs for a distance of about eight miles and then enters into an almost impenetrable jungle of ideal tropical character, is one that should not be missed by any. In fact, several days very delightful camping may be enjoyed on the shores of this wonderful stream. There are also many miles of excellent macadamized roads running in different directions, so that for many reasons Matanzas is a place where time may be most pleasantly occupied in excursions of one kind or another.

ISLE OF PINES.

Today the Isle of Pines is essentially American. The transformation of this lovely little island by the American settlers is little short of a miracle, for today it presents everywhere striking evidence of intensive cultivation. Comfortable homes have been built, and large acreages can be seen on every hand under profitable cultivations, such as grapefruit, oranges, pineapples, etc.

The modern name of the island is taken from its magnificent forests of pines, but there are many valuable hard woods, including mahogany, as well. There are important mineral springs at Santa Fé.

The Isle of Pines enjoys the same delightful climate as Cuba, and it abounds in means for every variety of outdoor life. It has many very excellent bathing beaches, that at Bibijagua near Nueva Gerona, now possessing a comfortably appointed new hotel, opened in November last. At the McKinley Colonies, six miles from Nueva Gerona, settled principally by Americans, there is now a very comfortable hotel.

Week-end excursions at low rates to the Isle of Pines from Havana have become a delightful rail trip and sea voyage. With the opening of the hotels above mentioned, and the completion of others that have been projected, the outlook is exceedingly bright for the Isle of Pines as a popular winter resort.



SHIPPING SCENE—THE DOCKS AT HAVANA.

usually rich in picturesque surroundings.

The beautiful valley of the Yumuri, which elicited such unstinted praise from the great Humboldt; the wonderful and dense tropical vegetation on the upper reaches of the Canimar river and its tributary, the Moreto; the great caves of Bellamar, the subterranean wonderland, several miles in extent lined with beautiful crystal formations, and illuminated by

days, in order to enjoy leisurely the many attractions of the vicinity.

The beautiful valley or the Yumuri may be best viewed from the summit of the hill on which is located the hermitage of Monserrate, although another and exceptionally good view of the valley may be had from the summit of the opposite hill, which is reached through an interesting residential quarter of Matanzas known as "Versalles."

the cave guide he begins to feel that here, indeed, is something unusual, and after going down about sixty feet he finds that the cave is lined on all sides with beautiful crystal formations, the effect of the electric light upon which is most wonderful. He descends lower here, and ascends there, walks in this direction and that for many hundred feet, here in narrow passages, there in magnificent halls, one of which latter, called



## HAVANA CENTRAL RAILROAD.

Model Trolley Route, Famous for Its Scenic Tours and Beautiful Scenery.

The most modern railway in Cuba and a model line in every respect is the Havana Central Railroad, constructed within the last five years, an all-electric line, both its freight and passenger traffic being operated by electric traction.

This system is divided into three divisions. The Guanajay division runs southwesterly from Havana to Guanajay, passing the delightful pineapple growing districts between Marianao and Hoyo Colorado, and on through the beautiful valley of the Calmito to the present terminus. The other division is known as the Guines division and runs southeasterly to Guines and the great Providencia sugar mill. This latter division traverses one of the most famous sugar producing districts in Cuba as well as very important truck farming sections. The other division is known as the Guanabacoa division, serving an increasingly popular suburb lying to the east of Havana.

The total mileage of this system is 75, all rock ballast, and laid with 70-pound rails, insuring speed and comfort. All the rolling stock, which is constantly being added to, as the increasing traffic demands, is of the most approved type, and is equipped with all the latest safety appliances which modern railroading has adopted. The passenger coaches are especially large and comfortable.

Its provisional terminal in Havana is centrally located, on the grounds formerly occupied by the old Spanish arsenal, within a few blocks of the very heart of the city and alongside of which a magnificent new union station for use of this railroad and the United Railways of Havana is now being constructed and which will be opened for service in the summer of 1912.

As a tourist line the Havana Central has, because of its exceptional facilities and advantages and its exceedingly picturesque routes, jumped into great popular favor, so that hardly a visitor to Havana fails to enjoy one or more of the many delight-

ful short trips available by this railway, practically at any hour of the day. And surely the tourist could not ask for a more pleasant way of seeing rural Cuba and its beautiful landscapes than by the comfortable cars of an electric railway. Charming, picturesque vistas, resplendent in luxurious growths of palm, bamboo, and other typically native trees, are passed, and prospects, the like of which would be difficult to see else-

Guanajay trains, which run every hour from 5 a. m. to 8 p. m., turn to the right and pass the rapidly growing suburb of Vibora, and the very important town of Marianao, near which is located the famous Camp Columbia, once the headquarters of the United States Army of occupation, and now of the Cuban Army.

Shortly after leaving Marianao the train enters the great pineapple-producing districts, where on both sides

ried phases of life in these quaint old towns. At Calmito the line enters an extensive valley of exceptional beauty, with white cliffs to the north, forming a pleasing background, the immediate vicinity of Calmito being exceedingly picturesque.

Although the principal industry in the region traversed is that of pineapples, excellent tobacco of a very high grade is also cultivated on a large scale, extensive fields of which



CUBAN FRUIT, TACON MARKET.

where, constantly loom up before the wondering gaze of the visitor.

### GUANAJAY DIVISION.

The trains on this division, after leaving the Arsenal terminal, skirt the shore of Havana Bay and pass under the shadow of the famous old fortress of Atarés, to Underdown Junction, up to which point the trains of both the Guines and Guanajay divisions use the same tracks. At this point the

of the railway, as far as Guanajay, acres upon acres of land are under this cultivation, the principal packing and shipping centers being at Arroyo Arenas, Punta Brava, Hoyo Colorado, and Calmito, all of which are charming centers of activity where the tourist may interestingly enjoy the intervals between trains, the hourly service of the latter enabling the passenger to do this comfortably, and in this way become acquainted with the va-

are passed on both sides of the railway; and besides pineapples and tobacco, bananas and a great variety of native fruits and all kinds of vegetables are also grown, for all of which latter there is always a ready sale in Havana. As the trains approach Guanajay, we come upon fields of sugarcane, but the latter is not so extensively cultivated here as in the sections traversed by the Guines Division.

### PROVIDENCIA SUGAR MILL,

situated thirty-five miles southwest of Havana on the Guines Division, which was visited by thousands of tourists last year. To meet this traffic, the Havana Central placed in service a special express train during the last tourist season, which left the Arsenal Station, Havana, at 1:35 p. m., allowed about an hour and a quarter at the Mill, and arrived back in Havana at 5:35 p. m. Excursions by this express train constituted an outing that was full of interest from beginning to end, and, as stated, became very popular. In view of this fact, the Havana Central Railroad will again during the present season put on a special express tourist train to Providencia, which will observe practically the same schedule as that of last year.

The sugar crop lasts from early in December until about the middle of May, so that during the tourist season the crop operations are at their height, and as every piece of machinery in this huge mill is practically all new, visitors are enabled to see the very latest methods of extracting raw sugar from the cane. For the further convenience of the tourists visiting this mill, a refreshment room has been opened there.

### COJIMAR,

a picturesque resort on the seashore, about four miles northeast, where one of the finest of the modern hotels of Cuba, the "Campoamor," is located. A line of auto-busses also runs from Cojimar to Guanabacoa, so that a most interesting and delightful excursion, taking in the whole of this division, may be undertaken. Under the splendid new management of the Hotel "Campoamor" the attractions of Cojimar to the pleasure loving public have been such that during the summer season of 1911 it witnessed many important social functions, to which the elite of Havana resorted in great numbers.

So varied is the character of the service and the scenery on the Havana Central Railroad that splendid opportunities are offered for delightful picnic parties and other similar outings, for which special cars or trains may be chartered by applying at the Passenger Department, located in Prado 118 (new 126), between Hotels Inglaterra and Telegrafo.



**CUBAN-AMERICAN TRUST.**

Supplies Requirements of Cuba's  
Rapidly Advancing Economic In-  
terests—Purpose of Founders.

The remarkable development of the Island of Cuba during the past few years has opened up business opportunities beyond number and hundreds of millions of dollars of American and European capital have been, and still are being, invested in the island.

Among the most striking evidences of commercial progress in the young Republic during these recent years the rapid growth of Cuban banking institutions has been phenomenal. Apart from the ordinary banks which have been exceptionally prosperous, particularly those with headquarters in Havana, other financial organizations exist, equipped and empowered for effectively using both their own and trust funds in agricultural, industrial and realty development and in conserving and promoting a wide range of individual and corporate business interests seeking investments.

Among organizations of the latter class the Cuban-American Trust, organized under the laws of Massachusetts, is worthy of special mention. Embodying the best features of a large number of strong financial institutions in that conservative commonwealth it has been duly legalized and established in business with its chief headquarters in Havana, Cuba. It is the purpose of its founders to render effective public service in meeting existing needs in the general commercial field and likewise to advance by sound and conservative business methods, important special enterprises in Cuba and elsewhere in which it may from time to time acquire a substantial interest.

**Authorized Capital.**

The authorized capital of the Trust is divided into 500,000 shares, each share representing equal and proportionate ownership in all of the assets, benefits and profits that may be realized under the duly recorded Declaration of Trust upon which as a legal basis the business in question has been established.

Three-fifths of the authorized Trust shares have been subscribed and issued. The remaining two hundred thousand shares have been placed in the treasury and will be issued from time to time at the discretion of the trustees as additional working capital may be required.

As a suggestion rather than a limitation of the lines of business that may be taken up by the Cuban-

hand in such securities or property real, personal or mixed, as may be deemed prudent after thorough investigation;

Make and issue bonds, debentures, trust certificates and evidences of title and interest of all kinds, and make and execute mortgages and other liens upon any and all kinds of property owned or held by the Trust;

Construct, own or lease, vaults, suitable for the reception and deposit

business enterprise which in the judgment of the trustees of the organization may enhance its interests;

Maintain headquarters and business offices in Boston, Massachusetts; Havana, Cuba, or elsewhere.

**Investment Desirability of Trust Shares.**

There is no business possessing greater safety combined with opportunities for large and legitimate prof-

years, the dividends paid by the trust companies of the United States alone have aggregated over \$176,000,000.

The annual net earnings of the trust companies of Boston for recent years have averaged over twenty per cent.

Original holders of trust company shares, in addition to large dividends received have had the benefit of the increased book and market value of their holdings, often to the extent of several hundred per cent within comparatively a few years. No better evidence could be afforded of the value of this type of investment.

**Special Cuban Opportunities.**

A careful study of local conditions, by the trustees of this organization and shareholders and associates resident in Cuba, has led to its selection as an important special field of operation.

The Cuban-American Trust already owns and controls large assets based on Cuban realty, believed to be capable of speedy and large increase in value by effective financing through the medium herein discussed.

The Cuban realty above referred to has an investment value sufficiently attractive to have already enlisted the assured co-operation, on an extensive scale, of local and foreign banking institutions in its development. Opportunities are open to this institution to share in the ownership and administration on a highly remunerative basis, of other extensive estates, in Cuba and elsewhere.

The creation and sale of mortgages, profit-sharing bonds and other negotiable securities based on realty or industrial enterprises with ample margin of interest-bearing and dividend-earning safety and the sharing of profits occasioned by helpful stimulation of Cuba's rich undeveloped resources opens a wide and profitable business field, which this institution, by reason of its equipment and connections, is peculiarly well fitted to enter.

There is at present but one institution in Cuba modeled on American lines and specializing in the methods of finance now under consideration.

In entering the field of finance above outlined, the Cuban-American Trust fortunately has been able to form a permanent alliance with the Tropical Engineering and Construc-



A SANTA CLARA SUGAR MILL.

American Trust, among other things it may:

Transact a general trust business;  
Act as registrar and transfer agent of stocks, bonds and other securities;  
Act as trustee under mortgages, deeds of trust and other forms of trust agreements and certify any issue of bonds thereunder made;

Make or negotiate loans on real or personal securities and invest its capital, surplus or other funds in

of securities, merchandise or other property committed to it for safe-keeping, and issue or deal in negotiable receipts for property thus deposited;

Take, purchase, hold, sell, convey, lease or improve property or estates of any kind, either real or personal, including gas, electric lighting, or heating plants, street railroads and other public utilities and franchises;

Carry on and engage in any lawful

it making than that in which the Cuban-American Trust is engaged.

The rapid growth in the United States of institutions organized and conducted with objects kindred to those now proposed, the big dividends earned and paid to their shareholders and their large accumulations of surplus, evidence their importance as factors in the conduct of modern business and their investment value.

For example, during the past five



tion Company, one of the most enterprising and well-equipped companies of its character now operating in Cuba. The advancement of new realty and industrial enterprises, offering opportunity for profitable co-operation in the work of financing and construction, will be materially facilitated by the combination thus effected.

#### Stimulating Forces Now Operative.

Among many causes and agencies stimulating Cuban development that recently have been noticeably effective, the following are worthy of special mention:

(1) Publicity upon the part of the Cuban National Government, specially through its efficient and progressive Department of Agriculture, Commerce and Labor, in giving wide circulation to reliable information regarding the country's unsurpassed natural resources;

(2) Declared purpose of the National Government to speedily inaugurate and liberally finance irrigation works and to otherwise promote through Governmental agencies intensive agricultural development;

(3) Highly commendable and effective publicity work by the press, particularly The Havana Post, through special illustrated issues, widely circulated, at large expense, and that have made Cuba known and appreciated by thousands heretofore little acquainted with its attractions;

(4) The great and growing influx of tourists from many lands, especially the United States, who have come to see and returned home to tell of the charm of the Island and its undeveloped riches.

As a result of the above and other causes, both special and general, growth and development, city and rural, is making rapid strides. This is emphatically true of Havana, where realty values are rapidly appreciating. Conservative judges predict that the population of Havana will increase from the present three hundred thousand mark to half a million or more within the next five years. The demand, already far in excess of supply, for modern, convenient and centrally located dwellings or apartments, for permanent residents and transient visitors, will soon be greatly intensified. The Trust proposes to help meet this demand.

In the judgment of alert bankers and private capitalists, American, European and Cuban, familiar with these conditions, it will be difficult to find anywhere better opportunities for immediate employment of capital than in the purchase, improvement by up-to-date methods, and reselling, of carefully selected realty, centrally located in leading Cuban cities, particularly Havana, and of rural estates having easy access to good transport.

Treasury and other National Government buildings and also of the leading banking institutions of the city.

Here in the Lorient Building, a modern fire-proof structure, the Cuban-American Trust has established its principal Cuban headquarters.

No feature is more important in insuring success of this institution than its executive management. Of this fact the Trustees are fully cognizant. In acceptance of the responsibilities

#### Correspondence Invited.

Correspondence is desired and invited with those who may be in need of any services capable of being rendered by this Trust. Information regarding Cuba, compiled from Governmental and other equally reliable sources, will be cheerfully furnished upon request.

The Trust has at its command agricultural, industrial and legal experts who for reasonable compensation will

the address given below: Cuban American Trust, Lorient Building, Amargura and San Ignacio Streets, Havana, Cuba.

### ANTILLA, ON NIPE BAY.

Is Logical Point of Importation for Northern Coast of Oriente Province—Has Large Hotel.

Antilla, on Nipe bay, north coast of Oriente province, is a well equipped port. There are at Antilla three large warehouses used principally for the storage of sugar awaiting shipment; there are also three tanks for storing molasses of a capacity of 500,000 gallons each. The dockage facilities are owned by The Cuba Railroad Company. Depth of water at the docks is twenty-three feet and four or five ships find room to come alongside at a time. The port is served by the Munson Line and by the Royal Mail Steam Packet Company. It is the logical point of exportation for all merchandise originating in the east end of Cuba along the trunk line of the Cuba Railroad and north of it, which seeks a foreign market; it is the logical port of entry for goods imported for the supply of this region.

There is at Antilla a new hotel owned and operated by The Cuba Railroad Company—a big concrete building, exceedingly well furnished. Along the two main streets of the town are the homes of residents—the concrete cottages of company employes and the frame bungalows and "shacks" of their neighbors. On the wooded knoll above the town where wild flowers grow in profusion it is planned to lay out a park. From that eminence the view to be had of the town, and of all the region roundabout, is ample reward for the exertion of the climb. One sees all Nipe bay—a land-locked expanse of water so wide it is a small sea in itself—enclosed by green shores, some rising immediately into picturesque hills. The blue haze of the Mayari mountains darkens the horizon to the south and east.

Sugar cane in Cuba grows in new land from fifteen to twenty years from one planting.



"OPEN GROWN" TOBACCO FIELD, IN VUELTA ABAJO.

tation facilities, especially by water, and capable of economical development by irrigation. Such properties and profit-making opportunities the Cuban-American Trust owns or controls.

#### Location of Havana Headquarters.

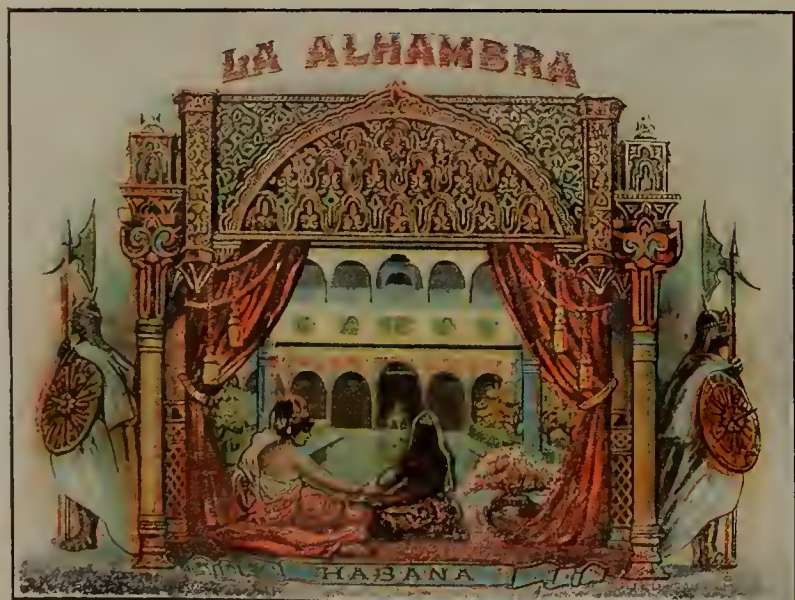
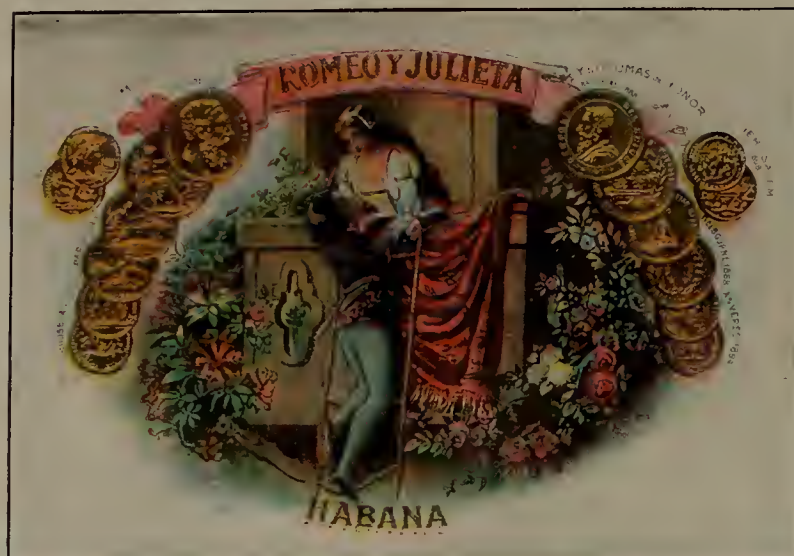
In beginning business in Havana, the location selected is near the heart of the financial district within three to five minutes' walk of the general Postoffice, the Custom House, the

committed to them in taking over, holding and using the assets now owned, or that may be later acquired by the Trust, it will be their constant aim to maintain, and perpetuate through their successors, a permanent policy of serviceableness to the public, conservation or equitable distribution to shareholders of profits fairly earned and a square deal for all having business relations with this institution.

attend promptly to any business or prepare any special reports that may be desired.

For information of interest to investors, or others, in relation to matters herein mentioned or suggested, schedule of assets and terms upon which a limited number of persons may become shareholders, inquirers are respectfully invited to call upon or write the undersigned at 45 Milk street, Boston, Massachusetts, or at





## HOW CUBA'S FAMOUS CIGARS ARE MADE.

No More Interesting Sight Is Available to Tourist Than a Visit to a Large Factory.

Havana, famous the world over for its incomparable cigars, is being visited each year by an increasing number of tourists practically all of whom include in their sight-seeing programs a visit to one of the larger and more easily accessible cigar factories. The Cabañas, Meridiana and Villar & Villar factories at Zulueta 10, situated in the heart of the city are visited by thousands of tourists during the winter season and the Henry Clay and Bock & Co., Ltd., the largest manufacturers in the city, and exporters of over 50 per cent of the total Havana cigars shipped from Cuba, which own these and other world-renowned brands, such as Henry Clay, Aguila de Oro (Bock & Co.), Garcia and Carolina, make it a point to see that the visitors are cordially received and shown all the interesting details in connection with this important Cuban industry. Only a very small portion of Havana cigar smokers, however, have this opportunity to gain at first hand a general idea of how Havana cigars are made.

A volume would be required to give a detailed account of the manufacture of Havana cigars, from the planting of the tobacco, and to describe the various processes through which the leaf passes before it is finally made to assume one of the hundreds of various sizes and shapes of cigars exported from Cuba.

The salient points, however, can be outlined in a few words and will probably be of personal interest to the innumerable subjects of My Lady Nicotine's Court, to whom the Havana cigar conveys hidden messages of cheer, comfort and good fellowship, which are only revealed through the magic touch of fire. The aromatic smoke conjures visions of sunny days with deep blue cloudless skies, moonlit tropical nights, and the air castles we rear in the pale blue haze have for their cornerstones the subtle blending by fairy hands of dream fabrics with the heavy dews.

But before these messages can be

forwarded to Her Majesty's subjects, there are long, anxious periods of preparation of which they never know, and the message contains no hint of these worries.

Tobacco, as is fitting for a plant designed by Nature for a mission of such delicacy, is extremely sensitive to cold or heat, to drouth or rain, and even to the direction of the winds. From October, therefore, (when the plants are usually taken from the seed beds and transplanted), to March, when the cutting or harvesting begins, is an anxious period of constant watchfulness and care for the grower. Even after the tobacco is cut and is hanging on poles in the hot tobacco barns in the first curing process, the danger is not entirely past, for it must be very carefully handled. On the care given it after it has been selected and graded, according to size, quality and texture of leaf, and on the judgment exercised by the manufacturer as to just the right time to use the leaf to secure the best results, depends largely the quality of the finished product. All these points carefully watched, and with signs intelligently interpreted, spell success in the manufacture of good cigars.

The tobacco having been cut and cured in the barns (although this does not end the curing process by any means) and having been properly sorted and graded, is packed in bales and shipped to Havana. After further curing in bales it is distributed to the various factories and used according to the requirements of the different markets ordering cigars. For Spain and for Cuba's home consumption the heaviest tobacco is in demand and the call in these two markets for Intimidad (Caruncho "Brevas"), a dark heavy-bodied aromatic cigar, used by men who have smoked for years and to whom the quality is of first importance, and appearance of minor consideration, often exceeds the supply. South and Central America also require full-bodied cigars; England, one of the world's largest consumers, requires cigars of a different type; France and Germany, types more or less the same; while for the United States and Canada, the lightest types are demanded; and so on for the various world markets.

Since the color and texture of wrapper leaves cannot be controlled by the grower to any appreciable extent, it is impossible to supply the modern demand for light color wrappers, which demand is based on the entirely erroneous idea that the color of the wrapper is an index of the strength of the cigar. While it is true to a very limited extent that the color of the wrapper affects the strength, representing, as it does, only a small part of the whole cigar, it is only reasonable to state that this factor is of minor importance, the real strength depending on the class of tobacco used in the filler. If, for example, a cigar carrying a blend intended for the United States market, where heavy-bodied cigars are not in demand, should be given a dark wrapper, the strength would not be noticeably affected, although, so great is the power of suggestion, that men who are open to conviction on other points can never be brought to admit this assertion. There is not the slightest doubt, however, that the statement is true, and confirmed smokers are gradually admitting it and laying less stress on color and more on quality.

The filler and wrapper used in Havana cigars is handled in entirely different ways. When the filler leaf is opened the tobacco leaf is moistened and the main stem removed—the stripping process. It is then packed in barrels to which the air has ready access, and is sometimes kept in these barrels as long as two years before it is considered suitable for use—this curing process depending on the nature of the tobacco, the amount of time it has already spent in bales and other considerations. The filler is then blended, various types and strengths of tobacco being used, depending on the market for which the order is intended and the price of the cigars which are to be manufactured. A large factory like the famous Corona factory will have from ten to twelve different standard filler combinations, and special blends are made from time to time, as occasion arises, to fill the requirements of special orders. On the proper curing and expert blending of the filler depends the individuality of the brand and its success.

The wrapper, on the other hand, is



moistened the day before it is to be worked, stripped and delivered to expert leaf selectors, who once more grade it according to color, size of leaf and texture, and hand it over to the cigarmakers for immediate use. The leaf selecting room or "rezagado" in a large factory is one of the most important of the factory's departments, for the highest priced raw material is handled here, and when it is considered that wrapper bales cost from \$150 for inferior grades, to as high as \$1,000 for the highest grades of large, clean leaves, it can readily be seen that expert work is required in this department if the factory is to be managed on an economical basis. In some of the larger factories, like the famous Cabañas factory, there are as many as eight or ten of these "barrel-men" selecting leaf for the requirements of the cigarmakers working on various sized and priced cigars and the chief selector enjoys an expert's wage to which his long training entitles him.

The cigarmaker is given his filler and wrappers (the former weighed and the latter counted) and under his expert hands the material is made to assume one of the thousand shapes in which Havana cigars are put on the market. It is marvelous to see the dexterity with which the skilled workman selects and arranges the filler and the ease and expertness with which he manipulates the expensive wrappers. The appearance of the cigar depends largely on his skill and on fine sizes high rolling prices are paid.

His only tool is a sharp cigar maker's knife with which he trims the wrapper to meet his requirements, and he selects by his eye and his sharpened sense of touch just enough material to make a cigar of the proper length (it cannot vary by the 1-16 of an inch), and, more difficult still, the right amount to preserve the absolutely uniform thickness of the particular size on which he is working. It is absorbingly interesting to watch the skilled cigarmaker at work and note the facility which his long apprenticeship and practice have given him.

The cigars, after they are completed, are turned in at the end of the day, or whenever the cigarmaker has completed a rueda or media rueda

(literally, a wheel or half wheel), a bundle of 100 or 50 cigars—and these are stored in cedar cabinets until there are sufficient cigars prepared for the cigar selectors to begin their part of the work. The cigars are not stored, however, until they have been closely examined each morning by the factory foreman and his sub-foremen, who inspect the cigars very closely in all details, particular attention being given in this inspection to high-grade and uniform workmanship and the proper filling of cigars without producing excessive weight.

It is quite as interesting to watch the cigar selectors—the aristocracy of the cigar industry—at their highly specialized work of sorting cigars, differentiating between shades and types which to the untrained observer are identical. From 90 to 100 shades and types are currently recognized on the selecting table and in very close selections on very fine sizes it is not unusual to find even a larger number.

After they are selected and packed in their boxes, which have already been given preliminary trimming, if the cigars are to carry bands, they are turned over to the banding girls, who remove the cigars from the box, place a ring on each cigar, and replace them exactly in their original form. The boxes are then sent once more to the trimming room and the final outside edging and labels affixed and the cigar is ready for its journey.

The salient points here mentioned may be seen to the best advantage in a factory like Cabañas, which represents the last word in a modern Havana cigar factory, and where particular attention is paid to the comfort of visitors. The innumerable details connected with the industry which occupies such an important part in the welfare of the island, must be left to the imagination—and the imagination can well be employed, since the visitors may see cigars destined for a Royal Court, for a millionaire's humidor, or as a satisfying and soothing reward of the day's work for men in the remotest corners of the world, for Havana cigars enjoy a world-wide distribution.

It is a novelty to visit a factory where there is no whirring of machinery, and where quiet reigns except for the chatting of the work-

men, or the voice of the factory "reader" entertaining them with the news of the day, a late novel, or some solid food for thought.

Visitors to Havana, even if not smokers, should not fail to visit the main office and Cabañas factory of the Henry Clay and Bock & Co. Ltd., at Zulueta 10. They will be cordially received and the visit is sure to prove entertaining.

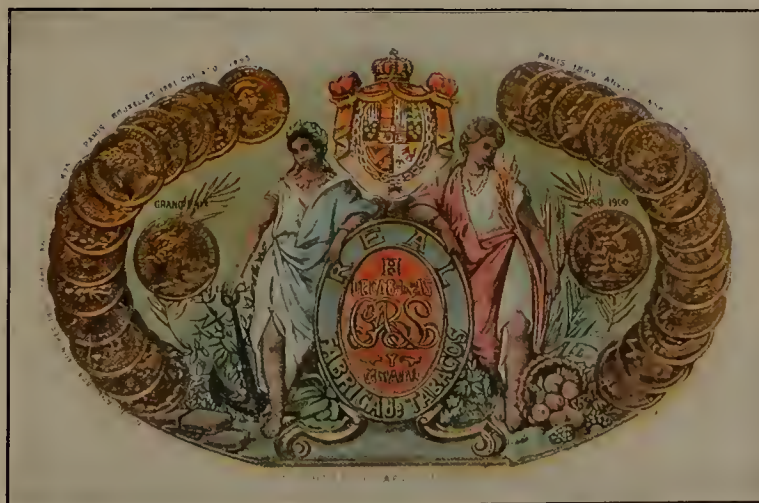
### HAVANA'S OLD WALL.

Fragments Are Still to Be Seen—Was High and Massive Structure One Hundred Years Building.

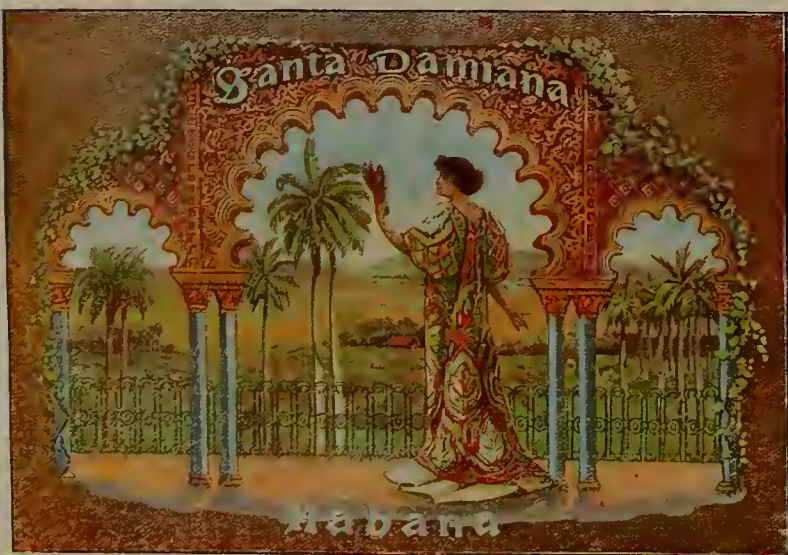
Not far from La Punta, at Monserrate and Refugio streets, are remnants of the old city wall. Another fragment has been preserved on Monserrate street, near Teniente Rey. These ancient landmarks indicate the boundary of old Havana. The wall extended from the shore of the harbor east of the Arsenal, along a line east of the Prado, to the water front again at a point in line with the Carcel. The Punta, Carcel, Prado, Tacon Theatre and Campo de Marte were outside the wall, "extramuros." The wall was a high and massive structure, which consumed a century in building (from 1633 to 1740), at a cost of \$700,000. A moat extended around the outer side, and beyond this were earth works. Entrance was by drawbridges over the moat, and then through narrow arched gateways, which were closely guarded by soldiers and were shut at 11 o'clock at night, except when there was an operative or dramatic performance at the Tacon, on which occasions the Puerta de Monserrate, which was opposite the theatre, was kept open until the play was over. Early morning saw outside the gates a daily concourse of thousands of horses and mules laden with panniers of market provisions, pressing and crowding and jostling for place to get into the city when the gates opened.

The natural resources of Cuba are so great that the surface has hardly been scratched.

A number of successful American colonies are to be found scattered in the different provinces.







## ROMEO AND JULIET CIGAR FACTORY.

Has Long Been One of the Most Famous Brands of Havana Cigars, Known the World Over.

No more famous cigar exist than that made by the Romeo and Juliet factory, situated at Belascoain 2A, Havana. It has for many years been the solace of smokers the world over, and with each passing year becomes more and more popular.

At the Romeo and Juliet factory visitors are always welcome and the management takes pleasure in showing the tourist over the large building, explaining in detail the many processes through which the tobacco has to pass before it is delivered to the smoker in the delicious form of a Romeo and Juliet cigar.

The factory buys its tobacco from the most famous vegas in the Partido and Vuelta Abajo sections. It is then selected and baled with the utmost care. Once it arrives at the factory the care is continued throughout various processes until the tobacco is turned out in the finished product.

In tercios (bales) it is first "laid down" for inspection, tested as to quality and burn, and "registered" by the manager of the factory, who, having done this, puts on the countermarks that are used in the factory to designate the grade and tiempo (time) that such tobacco may be found to be in at the time registered.

After the notations are put on bales and the records taken, these bales are then stored by vegas, which in cigar language means according to the plantation on which the tobacco was grown, in tongas or stacks. The manner in which the bales are piled is also done according to the tiempo of the tobacco, since in certain condition, especially when new, they are piled sometimes high sometimes low, on ends or on one side, according to the quality and calentura or fermentation in which received. This process of keeping tobacco in condition is one of the most important factors in the manufacture of Habano cigars, for on it depends the proper curing necessary before the leaf is taken from the bale and put into work. It is at this time that the climatic conditions

prevailing in Havana, the certain definite degree of heat and atmospheric moisture here, most affects the merchandise.

Those bales, if the tobacco is filler, weigh from 80 to 120 pounds; wrapper bales weigh from 50 to 100 pounds, according to the grade and class of same.

In addition to the revision or registering of wrappers, countermarks are also put on these bales, designating the range of sizes for which they are best adapted, according to the brand in which they are to be used, as well as the "type," or the market or country for which they are best suited. The average high-grade Habano factory generally works tobaccos from three to five crops, and as tobacco is bought for their express use from the districts most adapted to their brand, they can in this way "go" from one crop into another and maintain their individuality or quality, which is made possible by the manner of handling tobacco in the blending room.

Filler tobacco, like wrapper, in the bale, arrives bound into manojos or carats, each of which contains four gavillas or hands. Each gavilla, when time has come to work up that particular lot, is shaken to loosen the leaves, separating one from another; it is then "cased," or wet, and afterwards "shaken out." After this process the tobacco is spread out to air and several hours afterwards it is either piled in baskets or in vats to get it into condition to be "stripped."

This preparation is made one day for the work of the day following.

The stripping of the leaf is done by girls, who, after removing the stem from the leaf, spread it out in little piles on boards, in heaps from three to six inches high; it is then put on racks and dried, that is to say, put into proper condition for the last or final curing process, which consists in carefully packing the tobacco in barrels which are well ventilated, and put away in the filler loft where the tobacco is kept from two weeks to a year, according to its grade and quality.

The next process is that of blending, which is to mix the proper grades of tobaccos together for the purpose of making the "blend" or liga as it is called in Spanish for the different

sizes and grades which the factory is making. There is no stipulated number of these so-called blends, but there are on an average eight or ten standard, and sometimes the "specials" will run a great many more. After the tobacco is properly blended and inspected, it is put into large cases or departments and delivered to the galera or rolling room to be worked into cigars.

All the foregoing detail refers to filler.

As to wrappers, there are sometimes from 80 to 100 bales open at the same time, from which the tobacco is withdrawn in carats and used according to the requirements of the day. The process of casing and use of the wrapper is under the direct management of the foreman of the selecting department, whose business it is to keep up with the requirements of each size and the market for which the cigars are intended. He also inspects selections and withdraws the wrappers from the bales accordingly; he sees personally to the casing or wetting of the same.

As soon as it is withdrawn from the bale, the wrapper is shaken up, the leaves being separated one from the other to insure to each the proper amount of moisture; they are then cased, and later spread out, the water being allowed to evaporate. In this shape the tobacco is let to stand from three to five hours, after which it is divided into tareas (day's work) for the wrapper strippers, and placed in small barrels or kegs, for delivery to the selecting department in time for work on the following day.

After being stripped it is given over to the different selectors—first, second, assistant and third—as may have been designated; from it they make the separations, or selections, for the sizes of cigars which may be making at that time. The selections are made as to size, color, texture and quality, as well as differently for the different countries where the cigars are marketed and for the specialties the factory may be producing. There are probably from 75 to 100 different selections to make, depending of course, entirely upon the requirements of the factory concerned.

After selections are made the wrappers are counted out in small pads of 25 and delivered to the cigarmakers,



each of whom after receiving his wrappers gets the filler corresponding to their size or the cigar that he is making, and proceeds to the rolling.

The cigars are revised during the day by the cigar foreman, who examines the shape, length, workmanship and condition of the cigars rolled by each man. On the following morning a general revision is given the preceding day's work, in the revision room.

After this general revision the cigars are transferred to the packing department and arranged in escaparaes (cabinets) of cedar, where they are kept from three days to a week before they are packed, in order that they may dry out.

When proper condition has been attained they are assorted on large tables in the following manner: The escogedor (picker) starts his table in two grades, the seco (dry) and manchado (glossy); then these two grades, that is to say, seco and manchado, are subdivided into colors which are shaded from maduro to claro. Each is separated into from 35 to 50 piles of distinct shades of color. The Spanish packing is based upon from 80 to 100 separate or subdivided colors. The escogedor also throws out any "seconds" and arranges the cigars to be packed in the style and quality desired.

The envasador (packer) then packs the cigars in boxes or bundles accordingly. After these cigars are packed they are put into a press and given the final pressure then branded, and, after final inspection by the manager of the packing department, their colors are marked and the last box trimming is put on. They are then ready for shipment.

All employes or operatives of all departments in a Havana factory are required to serve an apprenticeship of from two to three years before being admitted as qualified in their art, and, after having qualified in their line they are started at the bottom and must work their way up to positions wherein they handle the higher grades.

Cuba is the vacation spot of America.

The trade wind is always with Cuba.

### VUELTA ABAJO SOIL

Chemical Analysis of the Earth That Grows the Very Best Tobacco Known.

Two of the several types of soil peculiarly adapted to the production of tobacco are the red soil and the light sandy loam of western Cuba, analysed by Professor R. W. Stark, former chief of the chemistry department of the experiment station at Santiago de las Vegas.

"A peculiarity of the red soil," Professor Stark remarks, in the Second Report on the Station's work, "is that though containing much clay and very little sand, still the best type of this soil is so light in texture that it possesses many of the characteristics of a sandy soil and produces excellent cigar tobacco. However, the best type of tobacco is grown in the Vuelta Abajo district of Pinar del Rio upon a light sandy loam underlaid by a hard sandy clay subsoil. The color of this soil varies from a gray to a dull red. Owing to the character of the subsoil, it is quite retentive of moisture.

The analysis of typical samples of this soil are given below:

CHEMICAL ANALYSES OF TOBACCO SOILS.				
Number of Samples.	178	613	976	977
	Surface Subsoil			
Insoluble matter .....	87.008	85.711	87.480	82.023
Potash .....	.190	.220	.073	.151
Soda .....	.325	1.597	.079	.200
Lime .....	.306	.225	.254	.254
Magnesia .....	.301	.211	.885	.726
Manganese .....	.200	.030	.366	.342
Ferric oxide .....	6.007	1.760	3.854	6.272
Alumina .....	.....	3.531	3.102	6.714
Phosphoric acid .....	.302	.206	.501	.708
Sulphuric acid .....	.113	.028	.106	.089
Carbon dioxide .....	.....	.....	.....	.....
Water and organic matter .....	6.004	4.765	4.115	3.761
Nitrogen .....	.204	.168	.146	.064

"A comparison of these analyses with those of the red soil shows that while these types of soils differ greatly in chemical composition, nevertheless they are about equally supplied with plant food.

"It will be observed that these soils are better supplied with phosphoric acid than they are with potash and nitrogen, and yet a fertilizer ex-

periment conducted with the soils from which Sample No. 976 was taken, showed that phosphoric acid had more effect on the tobacco crop than either nitrogen or potash. This soil is distinctly acid, a condition which is believed commonly prevails in the region. With the leaching away of the lime, probably most of the phosphoric acid present has been combined with iron and aluminum to form difficultly available compounds, hence the ready response of the soil to an application of phosphorus."

### GUINES.

The old town of Guines is situated in an extensive valley which is one of the most famous sugar producing districts in Cuba, although the immediate vicinity of Guines is given over almost entirely to truck farming. The soil of this valley is one of the very richest in the Island and is well irrigated by several deep streams. A couple of hours spent here in conjunction with a visit to Providencia Sugar mill will well repay the visitor. Besides the special tourist train to Providencia, Guines, is served by eleven others to and from Havana daily.

### THE NAME PINAR.

Pinar del Rio, city and barrio (approx., ward) derives its name from a hog ranch named Pinar del Rio because of its location by the stream among pine trees. It is believed to be the same estate title to which one Juan Rodriguez solicited in March, 1629.





THE NATIONAL  
BANK OF CUBA

With a capital and surplus of \$6,-000,000, and resources in Cuba of over \$30,000,000, a collection business of over \$107,000,000 annually, an exchange business of over \$250,000,000 annually, and a daily cash movement in its head office without counting its nineteen branches, of \$3,200,000, the National Bank of Cuba is an institution to command respect in any country in the world.

This bank has been the despostary of the Cuban government since the latter was established in 1902 and was also depositary of the two American governments of intervention. Each succeeding government has continued its business with this institution.

The capital of the National Bank of Cuba is \$5,000,000 United States gold, and it was contributed from all over the financial world. Fourteen countries in all furnished the funds for the capital. The resources of the bank in Cuba are more than thirty millions of dollars.

This bank is a cosmopolitan institution in every way. Doing business with all the countries of the world it requires men of several nationaliteis among its officials and employes. The president is an American, but its directors are representatives of four nationalities, Americans, Spanish, Cuban and French, and its staff is composed of twelve nationalities. Spanish and English is spoken by all of the staff coming in contact with the public and the correspondence is conducted in the four modern languages.

The National Bank of Cuba is provided with all of the departments of the big banks of the world, including a Tourist and Ladies Department.

A banking school in connection with the American Institute of Banking is conducted for the education of the employes and admirable results have already been seen by this progressive movement.

The bank's collections run into very large figures and its field of operation extends all over the world. Last year this business alone amounted to \$107,000,000.

The exchange business of the bank, done through its correspondents located in every important city on the

Globe, last year exceeded \$250,000,000 and bids fair to greatly exceed these figures before another twelve months have elapsed.

The amount of cash handled daily at the head office of the National Bank of Cuba, without counting that handled by its nineteen branches throughout the island and in New York, will give any one unacquainted with Cuba a startling idea of the island's financial importance. This

correspondents are among the principal banks of the world. The splendid steel and concrete building on Obispo street is the first structure of this kind erected in Cuba and its branch buildings throughout the island are of the same construction and all are uniform in design.

Havana's smooth macadam calzadas make the best automobile race courses to be found anywhere.

THE CUBAN HIST.

Cubans call a person by a sound of the tongue and lips—P-s-t, which sounds something like a hiss. In trying to attract the attention of any one this method is always used whether the one called is a friend or a coachman.

The world offers no more beautiful sight than sunset on the Malecon.

mands something else and one's thoughts are turned toward gastro-nomic things. In this respect if he knows where to go he is most fortunate. There are several very fine restaurants in Havana, but there is only one where the diner can be seated high above the ground, where the air is always fresh and delightful, and where a most picturesque scene is spread out before him. This one place is the Polyteama Restaurant.

At this restaurant one can obtain as elaborate or as simple a meal as he desires. It is especially noted for its elaborate table d'hote while its á la carte service is without superior any where.

The cuisine of The Polyteama is in charge of a chef who is master of his art. He has been in charge of famous resorts in France and was imported to Havana especially for the Polyteama.

A great variety is achieved in the table d'hote service. The following menu for the evening meal is a fair average of what can be expected at this popular restaurant:

- Hors d'Oeuvre
- Soup Anna
- or
- Petite Marmite
- Lobster Newburg
- or
- Broiled Sliced Red Snapper
- Chicken á la Maryland
- or
- Roast Beef English Style
- Cauliflower Souffle Graten
- Vegetable Salad
- Peaches Melba
- Coffee

All of the waiters of the Polyteama speak English and are carefully trained for their work. Better service in this particular is not to be obtained in Havana nor anywhere else for that matter.

A special feature of the Polyteama is its ideal location for banquets. In connection with the restaurant is a great expanse of roof garden and several hundred banqueters can be dined al fresco under the most ideal surroundings. Amidst thousands of electric lights, in the restaurant itself and with a view of the city ablaze with light in every direction, one can easily imagine himself dining in fairyland.



THE NATIONAL BANK OF CUBA.

amount last year averaged \$3,200,000 per day.

A branch of this bank is located at No. 1 Wall Street, corner of Broadway. This branch was originally located there for the convenience of travelers to and from Cuba, but has grown into a very important adjunct to the bank because of its constantly increasing exchange business.

The bank is a member of the American Bankers' Association, and its

BANKS ARE WELCOMED.

Foreign banks have more than usual opportunities in Cuba for the carrying on of a large and diversified business. They are not prohibited by the laws of Cuba and no limitations are placed upon their operations, although the same is not true of Cuban corporations.

Frost never comes to Cuba.

THE POLYTEAMA CAFE

is One of the Most Delightful Places in Havana—Cuisine and Service Are Unexcelled.

Havana is so interesting to the newcomer that he is apt to often forget the inner man while indulging in the optical feasts to be enjoyed on every hand. Sooner or later, however, the realization comes that nature de-



**TRUST COMPANY OF CUBA**

Offers Excellent Facilities to People  
Requiring the Services of Such  
an Institution.

To all persons having interests in Cuba, requiring the services of a trust company, the facilities offered by the Trust Company of Cuba will be of especial interest.

This company, organized something less than six years ago, along the same lines as followed in the organization and operation of trust companies in the United States, began business in the building, No. 31 Cuba street. Since their entrance into the financial affairs of the island they have paid dividends on their \$500,000 capital stock of \$175,000, and have an earned surplus, including profits not yet set aside, of upwards of \$80,000. Their total assets amount to \$1,155,000 and the officers are men of high standing and responsibility and long experience in Cuba.

The Trust Company of Cuba receives commercial deposits, makes loans on collateral, receives savings accounts, acts as trustee for bond issues of corporations and other capacities; buys and sells foreign exchange and issues travelers' checks and letters of credit on all foreign countries. The real estate department acts as agent in the buying and selling of property, placing of money on mortgage, collection of rents and interest, and other like duties, and the properties held by this company for sale, and opportunities offered for mortgage investment or purchase, are second to none in Cuba. This department is equipped with very complete maps of all parts of Cuba and surrounding Havana.

To such an extent has the volume of business transacted by the Trust Company of Cuba grown that their present quarters have become altogether too small, for which reason they have recently purchased the property No. 53 Obispo street, Havana, with approximately 60 feet of street frontage, on which they will erect, in the heart of the financial district, a modern building adapted to their requirements.

As the only organized trust com-

pany in Cuba, and by reason of its organization and the character and ability of the officers directing its affairs peculiarly fitted to serve the interests of those interested in business matters in Cuba, the future of the company in its handsome new location is full of promise of profitable relations with a large and ever growing clientele.

They are members of the American Bankers' Association and issue the

**AMERICAN PHOTO CO.**

Most of the photographs used in this special edition of The Havana Post were furnished by The American Photo Company, Wark and Messenger, proprietors, of Obispo 70, Havana, as indeed are most of the very handsome pictures sent abroad by residents here and tourists. They do more to advertise the place than all

ish-American Iron Company at Nipe Bay, he furnished pictures which were later gathered into an album Captain Huston distributed among business friends. They pronounced it the finest advertisement Cuba has yet received in her character as a coming country. The book received flattering press notices abroad.

Mr. Wark is the official photographer of The Western Railway of Havana, which has panelled its best



THE TRUST COMPANY OF CUBA'S NEW BUILDING.

travelers' checks as authorized by that association. The officers of the Trust Company of Cuba are as follows:

Norman H. Davis, president.  
O. H. Hornsby, vice president and treasurer.  
Claudio G. Mendoza, vice president.  
J. M. Hapgood assistant treasurer.  
Rogelio Carbajal, secretary.  
W. M. Whitner, manager real estate department.

the fine writing of all the folders and guide books published.

The American Photo Company is an enterprising institution. Mr. Wark is the official photographer for half a dozen companies whose general business is of a nature to need views such, for instance, as the Huston Contracting Company, of whose roads, in Pinar del Rio, buildings in Havana, and very remarkable construction work done for the Span-

coaches with his work, of the United Railways, and of The Cuba Railroad, and his views of scenes along their lines, from Guane to Santiago de Cuba, are hung in all the hotels of town, the ticket and railway offices of the United States, and distributed by tens of thousands in their illustrated folders.

Reaping and sowing are continuous in Cuba.

**A FISHING TOWN.**

**Batabano Is Famous for Its Sponge Fisheries and Its Giant Turtles.**

Batabano is an interesting place. It is a port on the south coast of Cuba, famous for the sponge industry carried on in the waters thereabouts, and for the great number of giant turtles received there for shipment via Havana to the United States. Between the islands around about Batabano the sea water has a clouded and milk-like appearance, so marked that Columbus, in one of his voyages of discovery, bottled some of it to take home and show King Ferdinand. Outside these islets the Caribbean sea is deeply blue, almost a sapphire shade, blending imperceptibly into the coloring of the sky, the latter, however, being constantly filled with light, fluffy, drifting clouds that make the patches of blue sky seen between them seem even bluer by contrast. The trip to and from Batabano can be easily made in the afternoon and it never fails to intensely interest the tourist who makes it.

**The Isle of Pines.**

Batabano is best known to Americans as the port whence steamers sail thrice a week to the Isle of Pines.

The American steamer "Cristobal Colon," plying between Batabano and the Isle of Pines, was specially built for this service and is in every way up to date. The staterooms all have running water and are cool and comfortable. There is, perhaps, no other trip in the world so delightful as the one on this steamer from Batabano to the Isle of Pines on a moonlit night. The calm tropical sea, over which there is always a gentle, cool breeze blowing, and the brilliant constellations overhead glistening in the clear atmosphere characteristic of the tropics, make the night on deck so seductive that, no matter how cool and comfortable the staterooms are, one feels that the open deck provides a chapter in life that may not easily be duplicated.

Columbus saw Cuba and pronounced it good; others have been doing the same ever since.

The lover of the antique will feel at home in Havana.



**CUBA'S OLDEST BANK.**

Spanish Bank of the Island of Cuba  
Was Established in 1856—Has  
Capital of \$8,000,000.

The Banco Español de la Isla de Cuba (The Spanish Bank of the Island of Cuba) is the oldest banking institution here. It was founded in the year 1856, and during the past fifty-five years has safely passed through the difficult epochs which at different times assailed this country.

The capital of the Spanish Bank of the Island of Cuba is \$8,000,000, and its total deposits are \$9,800,000 as shown by the general balance taken on June 30, 1911. Its loans and discounts at that time amounted to \$10,000,000.

The island of Cuba will always owe a debt of gratitude to this bank because it was the only institution able or willing to furnish money for the work of reconstruction after the destructive Ten Years' War and later after the War of 1895. Instead of foreclosing upon valuable properties at the close of these wars, as it could have done with enormous benefit to itself, this institution never did so in a single instance. On the contrary it helped business elements start anew after the disastrous wars by making their payments so easy that they could gradually cover their indebtedness without being ruined. Other services have also been rendered to the country by this bank, and they are no less meritorious. Among these was the furnishing of money for circulation and the discounting of commercial paper, at reduced rates, when the circumstances of the times would have made it possible to demand and obtain enormous rates. For this consideration alone, the island of Cuba owes a debt of gratitude, because it served to tide over more than one very difficult period.

The prosperity of the bank is each year more evident than the one preceding it, as a comparison of the balances will show. This is largely due to its president, its vice-president and the able staff of directors composed of the leading business men in Cuba. President: José Marimon

has shown himself to be a financial genius of a high order. What he has accomplished during the time he has been at the head of the Spanish Bank of the Island of Cuba is little short of miraculous. Besides modernizing this institution, he has caused it to branch out in every direction after business and by December, 1911, there will have been established throughout the island a total of twenty branches covering all the most

The board of directors of the bank includes the most conservative business men in Havana. The members follow:

Manuel A. Suarez Cordovés.  
Ramon López Fernández.  
Carlos Quer.  
George Diguét.  
Ramón Pérez Rodríguez.  
José Gómez y Gómez.  
Manuel Lozano Muñiz.  
Manuel Hierro Mármol.

stock and bonds quoted on the stock exchange had increased in the same time \$675,137. Loans and discounts also increased in the sum of \$1,595,031.16, and deposits and current accounts, no less satisfactory, reached \$4,477,571, showing most eloquently the confidence which the institution enjoys in the commercial circles of this island. The high price at which its stock is quoted on the market exchanges of the world shows the credit

**TERRITORIAL BANK.**

The Establishment in Cuba Means the  
Loaning of Millions to Property  
Owners at Low Rates

The need of a Territorial Bank, an institution loaning money on property at a reasonable rate of interest has long been very apparent in Cuba. Owing to the lack of such a bank owners of valuable properties, in order to obtain ready cash have been compelled to pay enormous rates of interest for short term loans and many have seen their properties pass into the hands of the money lenders when had they been able to obtain reasonable terms, such as a mortgage bank could give they would have saved themselves with comparative ease. It was to supply this imperative need that El Banco Territorial de Cuba (The Territorial Bank of Cuba), was established.

The bank was created by a law passed by the Cuban congress on July 20, 1910, and modified by the law of February 21, 1911. The concession was authorized by presidential decree on September 19, 1910. The general board of stockholders elected Sr. Marcelino Diaz de Villegas, ex-Secretary of the Treasury, as president. He was a man enjoying an enviable reputation throughout the Republic of Cuba, and his selection immediately gave additional confidence that the institution would be wisely conducted.

The vice-president of the Territorial Bank is Frank Steinhart, the Cuban representative of the great banking firm of Speyer and Co., of New York, general manager of the Havana Electric Railroad, vice-president also of the Spanish Bank of the Island of Cuba, and one of the foremost financial figures in the Republic of Cuba.

The board of directors is composed of men prominent in money affairs in Cuba and abroad. First among the directors is José Marimon, president of the Spanish Bank of the Island of Cuba, whose presidency of the latter institution has not only served to maintain the high reputation it already enjoyed, but also to greatly increase its prestige. The other members of the board are: Miguel Hernandez, Manuel Suarez Codovés, José Roig y Roig, George Behrens, Paul



BANCO ESPAÑOL AND BANCO TERRITORIAL.

important towns outside of Havana. The bank's vice-president, Frank Steinhart, is the general manager of the Havana Electric Railroad, and the representative in Cuba of the great New York banking firm of Speyer and Company. Mr. Steinhart is one of the most powerful figures in Cuba's financial world, and the acquisition of his expert council is but another instance of the farsighted policy of President Marimon.

Claudio Compañó Llagostera.  
Pablo Boulanger.  
Enrique Shueg.  
Francisco Palacios.

The progress of the Spanish Bank of the Island of Cuba has lately been more apparent than ever before. During the six months from January 1 to July 1, the available funds in all the branches and on deposit with other banks throughout the world had increased \$1,091,630.74. Its assets of

it enjoys throughout the commercial centers of the world. Owing to these good relations enjoyed by the Spanish Bank of the Island of Cuba in the United States and Europe, the organization of the Banco Territorial (Territorial Bank), was rendered easy. This latter bank has been established to take part in no less important enterprises inverting foreign capital in investments satisfactory to it and of immense benefit to the country.



Meyer, Charles Littman, Francisco Bosques Reyes.

The bank has the exclusive privilege of issuing mortgage scrip in Cuba during sixty years.

The operations of the bank will consist of loaning money on first mortgage on city and rural property. On the former, money will be loaned up to 70 per cent of its value, and on rural property up to 50 per cent. The loans will be for periods as long as fifty years, one year, six months or for shorter terms. The payments can be made by installments or when the notes come due. Guaranteed credits will be acquired, although already mortgaged, provided the mortgage does not exceed 70 per cent on city and 50 per cent on rural property.

Loans will be made to city governments and official corporations of the state, provided these have been legally authorized to make loans. The payments of these loans may be made without mortgage, but must be amply guaranteed.

Credits of the state, provinces, municipalities and corporations will be purchased whenever their obligations are properly guaranteed.

The bank will issue credits of its own, up to the amount it has loaned. These may be in the form of scrip bonds or otherwise, payable at fixed periods or by means of drawings. They may bear coupons or premiums payable at their becoming due. The bank will negotiate these obligations, loaning money on them or opening accounts or in any other way compatible with good business methods.

The proof of the good reception given the Territorial Bank is evidenced by the fact that during the five months it has been running, up to August 1, its operations have been considerably more than two and one-half millions of dollars, United States currency, notwithstanding the scrupulous care which the board of directors has observed in passing upon all applications, and insisting that all of the rules and regulations be observed to the letter. Applications to the bank for mortgage loans have reached \$7,000,000.

Notwithstanding the fact that the stock of this bank has been listed on the stock exchanges but a short time it is already quoted at a premium of 60 per cent, a value in excess of all the other stocks quoted in this mar-

ket. This quotation is not due to any abnormal condition in the local market, but is based on the quotations in the Paris exchange.

Another proof of the excellent results of this bank as a financial institution is the constant offers it is receiving of enormous amounts of money from bankers in Paris and New York, to be let out in first mortgages. This money is offered at a low rate of interest, so that borrowers can obtain very liberal terms. The Territorial Bank in this matter has been of immense benefit to the country.

### A DELIGHT TO WOMEN.

Havana Is a Paradise to the Lovers of Beautiful Hand-Made Embroideries.

The woman tourist finds in Havana a veritable paradise if she, like most women, delights over beautiful hand-made embroideries.

At Empedrado 11, within a half block of the Cathedral of Havana, there is to be found the best stock in Havana. It is kept by Mrs. Fernandez, who has had years of experience with the tourist trade and therefore knows just the kind of material which the visitor seeks.

Mrs. Fernandez has a splendid stock of hand embroidery at very reasonable prices. She receives her goods direct from Paris, the Canary Islands, Porto Rico and the Madeira Island.

Dresses, shirtwaists, in fact everything in the way of women's, misses' or children's garments are always on hand. Every garment is the latest style and guaranteed to be pure linen and all hand worked. There is also a complete line of table and lunch cloths and bed spreads.

In no other place will goods be found so fresh and cheap.

An assortment of antique jewelry is also kept to interest those who wish to make purchases of this kind. Tourists are cordially invited to make a visit. It is not necessary to ask any one the way. A coach can be taken direct to the door or a San Juan de Dios street car will leave you within half a block. It is only two blocks from the Hotel Florida, eight from the Hotels Sevilla, Plaza and Inglaterra.

### H. UPMANN & COMPANY

A Havana Banking Institution With Sixty-Seven Years' Experience in This Field.

No banking institution on the island of Cuba can point to a more world-wide claim of success than can the H. Upmann & Company bank which, on its 60th anniversary seven years ago in Havana, threw open the doors of its magnificent building at the corner of Amurgura and Mercaderes streets.

Its business, established in Cuba in 1844 by Henry Upmann, a citizen of the Kaiserland, his successors in the handling of the reins of the present vast institution have the greatest reason to be proud of their work laid out for them by the founder of the company's business in Havana.

The name of H. Upmann & Company, bankers vies in its success as financiers with that of the Rothschilds in England, for in addition to its home office in Hamburg it has its own offices for banking in New York and correspondents eager to get its business in every city in the world.

It can be safely said that the rise of H. Upmann & Company is perhaps unparalleled, certainly in Cuba, and it has withstood the gigantic swirl that has drawn the shade of oblivion over the small individual banks. Today perhaps stronger than ever, it is competing with monster banking houses and is as ever the object of envy.

The Havana bank of the company is under the direction of both Herman Upmann and Henry Runken. In every respect the Havana bank is a model banking house, equipped with all of the sound facilities necessitated by its voluminous business. It installed the first large safety deposit vault at a cost that caused competitors to marvel in amazement. The conservatism, together with the acute business sagacity displayed by the founder of this "Rock of Gibraltar" in the establishing of a cigar industry in Cuba, brought the firm the same degree of confidence from its clients when it engaged in active banking business.

Its cigar factory, known throughout the world as a model institution, as well as a pioneer in the industry,

lays its success to the keen purchase and production of tobacco. In off seasons the firm of H. Upmann & Company has seldom failed of success in the tobacco trade. Their cigars have been long in vogue and stand today of the same high grade quality that brought them favor three-score of years ago.

H. Upmann & Company have always merited the esteem and confidence of customers, not only in Cuba but throughout the business world of all nations where the name in financial circles is synonym for integrity.

Reaping and sowing are continuous in Cuba.

### DELIGHTFUL EXCURSION.

A most delightful excursion on the Guines Division of the Havana Central is the one to Cotorro, situated about ten miles from Havana. Cotorro is the station for the very interesting and pretty little town of Santa Maria del Rosario, which is located one and a half miles distant, and which is reached from Cotorro by an omnibus over a very excellent highway. Santa Maria del Rosario is famous for the medicinal sulphur springs located there. Eleven trains a day serve Cotorro in both directions, so that a charming morning or afternoon excursion may be made.



H. UPMANN & COMPANY.



**WARD LINE ROUTE.**

**Ships Sail From Havana to New York and Mexican Ports—Is Oldest Line.**

The New York and Cuba Mail Steamship Company (Ward Line) has the distinction of being the oldest water line route operating a direct passenger and freight service between Cuba, the United States and Mexico.

In its inception the Ward Line began its service with sailing ships, and to meet the ever increasing demand of an increasing trade, built up a splendid fleet of fast and modern passenger and freight steel steamships, planned and equipped for the peculiar requirements of the trade in which they operate. The present fleet comprises the following named steamships:

S.S. *Havana	10,112 tons
S.S. *Saratoga	10,112 tons
S.S. *Mexico	9,685 tons
S.S. *Morro Castle	9,500 tons
S.S. *Esperanza	7,500 tons
S.S. *Monterey	7,500 tons
S.S. Vigilancia	6,400 tons
S.S. Seguranca	6,400 tons
S.S. Antilla	3,398 tons
S.S. Camaguey	3,398 tons
S.S. Santiago	3,286 tons
S.S. Bayamo	3,206 tons
S.S. Matanzas	3,094 tons
S.S. Seneca	2,729 tons
S.S. Cienfuegos	1,748 tons
S.S. Manzanillo	1,811 tons
S.S. Yumuri	1,811 tons
S.S. Brunswick	2,265 tons

\*Twin screw.

The Ward Line service is divided into five separate routes, four of which connect with ports in Cuba, as follows:

1. New York-Havana Express Service: Steamers leave New York for Havana each Thursday and Saturday, reaching Havana on the following Monday and Wednesday; returning, leave Havana each Tuesday and Saturday, arriving at New York on Friday and Tuesday.

2. New York-Havana-Vera Cruz, Mexico Service: Steamers leave New York on Thursdays, call Havana Monday, Progreso Wednesday, arrive Vera Cruz Friday; leave Vera Cruz on Thursday, call Progreso Saturday,

leave Havana on Tuesday and reach New York on Friday.

3. New York-Santiago-Cienfuegos Route (freight only): Steamers leave New York every Wednesday, calling at Santiago the following Wednesday, Cienfuegos Saturday. North-bound itinerary regulated according to cargo.

4. New York-Guantanamo-Manzanillo Route (freight only): Steamers leave New York every alternate Wednesday, call at Guantanamo the following Tuesday, Manzanillo the second following Tuesday. North-bound itinerary regulated according to cargo.

5. New York-Nassau-Tampico Route: Steamers leave New York every alternate Friday, arriving Nassau the following Tuesday, Tampico the following Friday; returning, leave Tampico every alternate Friday, arrive Nassau Tuesdays, leave Nassau Thursday, reach New York Sunday. Freight steamers sail alternate Fridays for Tampico direct.

Many of these routes may be combined in one tour, affording a most attractive and interesting trip.

The extensive service of the Ward Line and its traffic regulations with the railways at all ports of call in Cuba, Mexico and New York, also transatlantic steamship lines, operating from the latter port to Europe and ports on the Mediterranean and South America, place it in position to arrange for the direct booking of passengers and speedy transportation of freight to all parts of the world.

The exhibit of minerals at Cuba's recent National Exposition, was assuredly enlightening, particularly that especially prepared for Pinar del Rio, a province not generally known for its mineral resources. Yet here were shown iron ores from the region around Mantua, where, according to a placard, a million tons of the same, averaging 50 per cent metallic iron, are in sight, and extra fine sand suitable for cement, polished blocks of black and white marble, asphalt and mineral tar, copper from the Viñales district and some coal.—Bulletin Pan-American Union, Washington, D. C.

Havana's death rate is among the smallest in the world.

**BANK OF HAVANA**

**Established in 1906—Has Proven Success of Unique System in Cuba.**

**Local Board of Directors.**

The Bank of Havana, organized in 1906, has proved the success of a unique system in Cuba—that of having its affairs conducted by a local board of directors with the assistance and counsel of an American committee. This method has been successfully used in other Spanish-American countries, but so far the Bank of Havana is the only banking institution in Cuba doing business on a large scale which has adopted the system of having its affairs placed in the hands of a local board.

One tribute which stands out to the credit of this model institution is its missionary work to stimulate among the Cubans the practice of depositing their funds by using its savings department. The work of education which this particular bank has done to lead the Cubans to do away with their time-honored custom of hoarding their silver and gold in home strong boxes has been, indeed, a bright feature of the success of this bank.

The bank restricts its operations to the usual business methods in vogue among American banks and its equipment for handling of all general bank business enables its many depositors to reap a benefit which is being more and more appreciated by a steadily increasing list of clients. It has encouraged as much, if not more than any other Cuban bank, thrift among the wage-earner who in his desire to accumulate has seen the benefits of depositing his savings. The conservatism as well as the sound judgment of the board of directors has permitted this bank to quickly assume a prominent place among Cuba's leading institutions.

Situated within the "Wall Street zone" of Havana's financial center, the Bank of Havana, at the corner of Cuba and Obrapia streets, affords a ready refuge for the commercial traveler as well as to the savings depositor. Its success of the last four years is surely enough to predict that its growth will be as rapid and healthy as it has shown itself capable

of by its past endeavor in Cuba's busy capital.

**Board of Directors.**

President, Carlos de Zaldo; Vice President, Jose I. de la Camara; Secretary, Carlos I. Parraga.

Directors: Sabas E. de Alvare; Jose Garcia Tuñon, Leandro Valdes, Federico de Zaldo.

Sub-Managers: James C. Martine, John S. Druland.

Accountant: Juan Palet.

Cuba is the vacation spot of America.

The trade wind is always with Cuba.

**PRINCIPE CASTLE.**

The fortification known as Principe Castle, crowning Principe Hill at the end of Carlos III boulevard (reached by Principe street cars from Central Park), was built by Silvestro Albarca; work was begun in 1774 and concluded in 1779. The hill had been fortified with temporary works in 1771. It is now used as the national penitentiary. On the left, as the sight-seer stands overlooking Havana, is the Pirotecnia Militar, now the University and between the fortress and the college are the many separate buildings which, taken together, make up Military Hospital No. 1.



THE BANK OF HAVANA.



## THE BANK OF NOVA SCOTIA

The Bank of Nova Scotia has been doing business in Havana for nearly six years and its record is an enviable one. The history of this institution dates back to 1832 and its acts have always been symbolic of thrift and strong integrity. Since its entrance into the Cuban field it has continued to show the same soundness of institution that its originators planned for its destiny and it has easily gained a leading place in the direction of its work here, its newest field. The Havana Branch together with its several branches throughout the island, form a monetary interest which contribute very materially to the commercial advancement of Cuba as a whole. The bank, as the Cuban business world has come to know it, stands as one of the potent financial bulwarks of the island.

The incorporators of the Bank of Nova Scotia back in 1832, probably never dreamed that the institution which they had founded away up there in the North would some day find itself being reckoned with as a powerful factor in the financial growth of the "Land of Perpetual Summer," in the West Indies. And so it is because of the great influx of British wealth to Cuba that the opportunity of the bank has become one of Cuba's necessities. From its first invasion of Havana the bank quickly supplied a demand that later compelled it to establish its branches in other parts of the island.

The stock of this institution sells for the highest figure of any Canadian chartered bank, and no Canadian bank pays a higher dividend than does this one. The institution has in all over one hundred branches, with a business that extends from the East Coast to the Pacific and from the "Land of the Midnight Sun" to the Carribbean sea. The laws of Canada under which the bank is chartered, provide the most efficient safeguards for depositors.

The capitalization of the bank is at present \$3,369,800, an increase of \$369,800 since last year.

The reserve fund is \$6,271,264, an increase in the last twelve months of \$771,264.

Its last annual dividend was thirteen per cent, an increase of one per cent over the previous one, and this clearly attests the business acumen of the worthy officials and emphasizes also the assurance of the bank reaching an even greater stronghold in the Cuban field. The Cuban adjuncts to the Bank of Nova Scotia far exceed in volume many independent banks.

The Havana Branch occupies its own handsome structure at the corner of O'Reilly and Cuba streets in the center of the banking institutions. The head office of the bank is at Halifax, while the general manager in charge of its numerous branches is located at Toronto. It has correspondents in nearly every large American city and is represented by sterling banks in England, France and Germany.

No better example of the bank's reliability can be pointed to than the fact that frequent depositing of Dominion of Canada, Jamaican and Porto Rican government funds are made with the bank without the requirement of any guarantee. The bank has one of its largest branches in the island of Jamaica.

The bank's officials in charge of the Havana Branch are: F. W. Ross, manager; F. S. Melvin, accountant; W. F. Mallory, assistant accountant.

## SANTIAGO CITY

Is a Great Magnet for All American Visitors Because of Interesting Battlefields.

The city of Santiago is always a great magnet for all Americans visitors on account of the interesting battlefields in its vicinity and the high, rugged mountains and wild tropical scenery that surround it. Santiago is one of the most charming cities in Cuba, built on many hills, with asphalted and well-kept streets, now possessing also an up to date street railway system, an excellent water supply, and good hotel accommodations. There is also a glamour overspreading Santiago that is peculiar to itself, and it is so fascinatingly quaint and picturesque in its every aspect that it has gained for itself the title of "The Dream City of the Indies."

## THE VOLANTE

A Queer Carriage Formerly Used in Cuba in the Days of Bad Roads. Is Seldom Seen Now.

A vehicle formerly much used in Cuba, but now largely a thing of the past, because of the modern highways traversing the island in every direction, is the volante. The vehicle can occasionally be seen in Matanzas and if one insists on it can be had to make the trip to the Bellamar Caves. The sensation of riding in this queer affair is worth experiencing.

The volante is a two-wheeled vehicle, having wheels six to seven feet in diameter, set wide apart, and the body hung so low that the head of the passenger is below the upper rim of the wheels. The shafts are extremely long. Some volantes have three horses or mules, one in the shafts and two attached by traces one on either side. The driver rides on the left side, guiding the middle horse with a strap and with his whip keeps the off horse to its work. The vehicle is admirably adapted to the rough riding going across country, over obstacles impassable by ordinary vehicles and following safely wherever a horse can go—down sheer declines, through streams, over rocks, through mud to the hubs, riding down saplings, and making its way in safety where any other conveyance would be impracticable. The volante is of great antiquity and is still used in Spain; it was formerly the town vehicle of Cuba.

## CUBAN LAND PRICES.

The prices of land vary according to size of tract and location. Large tracts of good land can be bought in lots of 20,000 acres for four dollars the acre. If the land is in the interior away from railroad transportation they are cheaper than when located on the shoreline near navigable bays. Tracts of 1,000 acres can be purchased for from six to ten dollars the acre.

Smaller tracts will range in price from forty to several hundred dollars the acre. Some American colonies make a specialty of selling ten to twenty acre tracts for thirty dollars upward.

## STREET LACE VENDOR

A Curious Sight to the Tourist in Havana Is the Street Lace Vendor.

This individual carries a large box by means of a strap over his back, and is laden down with lace of every description from costly valenciennes to the cheapest. He walks up and down the streets of the city and shows his wares through the iron windows to the people. He does a good business, because he sells almost as cheaply and oftentimes more so, than do the large stores. He buys his goods at the wholesale and as his

store is on his back he has no costly rent to pay and can afford to underbid even department stores with their rockbottom prices. The vendor also saves many a trip to the Cuban housewife who does not, as a rule, care to leave her home except on feast days and special occasions. The vendor walks up and down the streets crying out his wares. His cry is well known and when it is heard he is called by a simple "P-s-s-st." There is much good natured haggling over the prices, but both seller and customer are generally satisfied at the bargain driving.

Cuba welcomes the home builder.



THE BANK OF NOVA SCOTIA.



**ROYAL BANK OF CANADA.**

Has Twenty-Three Branch Banks in West Indies—Has Assets of \$102,000,000—Reserve, \$7,000,000.

Canadian banks have long enjoyed a world-wide confidence and when the Royal Bank of Canada invaded the business world of Havana it found a welcome. Because of its immense resources and excellent connections, which include twenty-three branch banks in the West Indies, business men here with outside interests at once loaned the bank neat patronage.

November 1, 1909, the bank took over the Union Bank of Halifax, which gives the combined assets of the institution some \$102,000,000, its capital being \$6,200,000 and its reserve fund \$7,000,000.

The admirable check which the Canadian banking laws keep on all chartered banks in that Dominion, acts as a wonderful stimulus to the careful and shrewd business man in the selection of this bank for much of his financial interest both local and abroad.

The Royal Bank is famed for the security it offers its patrons as well as for its conservative management in the handling of millions of dollars. The outgrowth of the Merchants Bank of Halifax, the Royal Bank of Canada was incorporated in 1869. Today it has 118 branches in Canada and fifteen branches right here in Cuba. Its main bank building in Havana is at 33 Obrapia street, where it was erected some years ago. It is a sumptuous bank home exquisitely fitted for its important work. It maintains a branch bank at 92 Galiano, Havana, for the particular accommodation of its depositors in that section.

Its other Cuban branches are in Cardenas, Cienfuegos, Manzanillo, Matanzas, Camaguey, Antilla, Sagua, Santiago, Caibarien, Bayamo, Guantánamo, Puerto Padre and Sancti Spiritus. It has branches in San Juan, Ponce and Mayaguey, Porto Rico.

It has recently added a branch bank in Kingston, Jamaica, and has large branches at Port of Spain and San Fernando, Trinidad, and at Nassau.

Its New York branch building at 68 William street has just been enlarged to accommodate its increasing business. A branch has also been established at Bridgetown, Barbadoes.

September 1, 1909, the bank opened an office in London in the structure of the Bank of England, which gives excellent facilities for general banking business in that city.

These increased facilities, of course, place the bank in a position to be of the greatest service to its hundreds of patrons, handling letters of credit and in fact in the execution of all bank business.

The Royal Bank maintains an elaborate home for its employes in Vedado, the beautiful suburb of Havana, where all the luxuries of home, even to a splendid tennis court, are in service. The employes' home stands as a pleasing monument to the bank in its care for its staff of bank assistants.

The directors of the bank are H. S. Holt, president; E. L. Pease, vice president; Wiley Smith, Hon. David Mackeen, James Redmond, F. W. Thompson, G. R. Crowe, D. K. Elliott, W. H. Thorne, Hugh Paton, T. J. Drummond, Wm. Robertson. The officers are Edson L. Pease, general manager; W. B. Torrance, superintendent of branches; C. E. Neil and F. J. Sherman, assistant general managers; C. A. Crosbie, supervisor of branches in British Columbia; F. J. Sherman, supervisor of Cuban branches; T. R. Whitley, supervisor of central western branches; E. L. Thorne, supervisor of maritime province branches, and C. E. Mackenzie, R. B. Caldwell, F. Y. Checkley, A. D. McRae and W. C. Harvey, inspectors.

**COJIMAR BY-THE-SEA.**

From Guanabacoa automobiles make a flying journey over a shaded road through fair, green country to Cojimar, a seaside resort. All Havana goes thither on Sundays. There is music; refreshments are available; there is sea bathing for those who desire it. There is a small fort called "Little Morro" to be investigated. Full information as to routes and rates may be had at Prado No. 118.

Cuba's motoring laws are the delight of motormen.

**CHARLES H. THRALL & CO.**

Established Twelve Years Ago, Is Now Largest Electrical Concern on Island of Cuba.

The largest electrical supply and contracting firm on the island is that of Charles H. Thrall & Co. It has only been established during the last twelve years. The house was founded by Charles H. Thrall and is installed in handsome quarters in the Hotel Plaza building, at the corner of Monserrate and Neptuno streets.

This house is the agent for the Westinghouse Electrical & Manufacturing Company of Pittsburg, which, with its allied concerns is the largest manufacturer of electrical supplies in the world. They have factories in England, France, Russia and Austria.

Charles H. Thrall & Co. are also agents for the Phillips Wire Co., of Pawtucket, R. I., manufacturers of the well known O. K. wire, which has been after years of experiment made especially suitable for use in tropical countries.

Some of the most important engineering works of the island have been installed by this house. One of the latest contracts it has obtained is that of installing two mixed-pressure turbo-generators for the Havana Electric Railroad. These are the first steam units of this type ever installed on the island.

Nearly all of the large buildings in Havana have been wired by the firm of Charles H. Thrall & Co. Among these may be mentioned the handsome produce exchange building, known as La Lonja, the Hotel Plaza, the new Hotel Telegrafo, and the Hotel Inglaterra. Among the important contracts now in hand are the million-dollar Gallego club and the ninety-room private residence of the Sarrá family.

A large variety of delicious fruit drinks add no little part to pleasure in living in Cuba.

The Havana Post covers Cuba like a blanket—and it is not a wet one.

The trade wind always blows.

**ORPHAN ASYLUM.**

Founded in 1794 by Governor las Casas, Whose Rule Was Bright Spot in Cuban History.

At Belascoain and San Lazaro is the Casa de Beneficiencia y Maternidad, Charity and Maternity Asylum, for the aged poor and for destitute children. It was founded in 1794 by Governor General Luis de las Casas, whose administration was one of the bright spots in the history of Cuba. The asylum is managed by the Sisters of Charity, and is one of the most beneficent institutions of the city. As an illustration of how things

were done in the old days, it may be recalled that at one time when the Beneficencia was in danger of falling into decay for want of funds, the Junta de Tabacos, the concern which farmed the Spanish royal monopoly of cigar manufacture, purchased 100 slaves for the express purpose of devoting the profit of this labor as cigar-makers to the support of the institutions.

Cuba's macadam roads are the best in the world for automobiles and extend for hundreds of miles.

Crops rotate in Cuba—there is no winter.



THE ROYAL BANK OF CANADA.



## CITY'S MAGNIFICENT TERMINAL STATION.

A Fine, Up-to-date Structure Now  
Being Built on the Arsenal  
Property.

The new passenger terminal in Havana, Cuba, which is in the course of erection for the Havana Terminal Railroad Company, will be one of the finest and most up-to-date structures in the republic of Cuba. It is situated on what is known as the arsenal site, near the harbor, and will be built in connection with wharves, warehouses and all the other necessary terminal improvements, at a total cost of \$4,000,000.

The building will be used by the United Railways of Havana, the Havana Central and the Marianao Railroad, thus serving as the Union Passenger Terminal for the city of Havana. As tourists' traveling is becoming more important every year, the station has been designed to take care of this ever-increasing need, and is of a capacity and of dimensions which will suffice to satisfy all requirement for many years to come.

The station building itself is 240 feet in length by 70 feet deep, and will be a three-story and attic structure. The main waiting room is 72 feet by 128 feet, and extends all the way up to the roof, having a clear height of some 60 feet. It will be furnished in Italian marble with mosaic floor, and will have adjoining it the usual retiring rooms for men and for women.

The café is 40 feet by 52 feet and is situated on the most attractive corner of the building. This café will have a high wainscot of elaborate Spanish tiles and a marble refreshment bar. The Café is entirely open with the street on two sides, with a sufficient sidewalk to allow the placing of café tables there, as is done in the Continental Café.

A large baggage room, with the usual mail and parcel rooms, occupies the other end of the building.

In addition to the large waiting room there is a concourse, 50 feet by 200 feet, provided with seats to take care of a large part of the traffic.

On the second and third floors will be found the offices of the United

Railways of Havana and of the Havana Central Railroad. These offices will surround the main waiting room and comprise the usual offices of a railroad corporation. These floors are served by two electric elevators in one of the towers of the building and a freight lift in the rear.

The exterior of the building is in the style of Spanish renaissance and will be built of American terra-cotta. A great deal of color will be introduced

Spanish tile found in great abundance in Cuban buildings.

There will be no glass in the windows of the building, with the exception of a small panel in the shutters and panels in the toilet room windows, but double sets of shutters have been provided for all the windows; the exterior set with fixed louvres, to be closed in the case of an ordinary rainstorm, and an interior set with reinforcing bars and extra heavy bolts,

ing engineers, of New York City, who have had much experience in this class of work, having built the Hoboken terminal of the Delaware, Lackawanna and Western Railroad Company, the Staten Island ferry-house, and the Whitehall Street ferry terminal in New York City.

The building has been designed by Kenneth M. Murchison, of New York City, who has built the Hoboken terminal and the Scranton station for the

being an extremely ornate addition to the city's architecture, will provide all the latest facilities for handling passenger traffic, the vexatious conditions surrounding the present terminals will vanish completely, resulting, in addition to quick and easy boarding of trains by passengers, a considerable saving in the schedule of through trains to Matanzas, Cardenas, Santa Clara, Camaguey and Santiago de Cuba, as the tortuous loop around the southern outskirts of the city and the running of the trains at reduced speed on street level will be done away with. Matanzas, for example, will be reached well within a two-hour schedule. The time of the electric trains of the Havana Central Railroad will also be much improved, as all the passenger trains will enter the station over an elevated structure, thus eliminating the street level along the Tallopietra docks, where constant interruptions are now caused by carts and other vehicles loading and unloading at the wharves.

Altogether, the new station is one of the most marked instances of the progress and prosperity of Havana and will result in facilities and comfort to travelers heretofore unknown in Havana.

## CHINAMEN IN HAVANA.

Are Industrious Members of Community—Market Gardening Is  
in Their Hands.

John Chinaman is ubiquitous in Havana. The census of 1899 shows a Chinese population of 2,751, and here, as elsewhere, they are industrious members of the community. Chinamen are seen carrying burdens swung from balanced shoulder poles, after the manner of their native country. On the outskirts of the city, and in the suburbs, are extensive Chinese truck farms; the market garden industry is largely in their hands.

The Chinese quarter is in Zanja and Aguila streets. The Chinese theatre is on Zanja street. The Chinese in Cuba are reminders of the coolie trade which brought here hundreds of thousands to virtual slavery. They were imported under a contract to serve eight years at \$4 a month, and the planters paid \$400 for them.



HAVANA'S NEW TERMINAL RAILROAD STATION.

throughout the building to conform to the tropical climate and the wealth of color which one finds in Cuba. A distinctive feature of the front elevation is the twin towers arising to a height of 130 feet above grade. These towers will contain water-tanks of 20,000 gallons capacity, to be used for fire and storage purposes. The towers will also form an excellent point of observation for visitors to Havana. The roof will be covered with red

to be used if the storm becomes violent. The light penetrates so far into the buildings in Cuba that even with the shutters closed the rooms are as bright as in an ordinary American building with everything open.

The construction work of the building, the wharves, the terminal, the yards and the elevated railroad, upon which all trains will be brought to the station, is being carried out by the Snare & Priest Company, construct-

Delaware, Lackawanna and Western, and he is now engaged in constructing the Baltimore Union Station and the Newark station for the Pennsylvania Railroad Company.

The work of construction, which was begun early in 1911, has progressed with remarkable rapidity and it is confidently expected that the new structure will be completed and ready for service early next summer.

This new Union Station, besides



HOTEL INGLATERRA

Situated Opposite Central Park, Has Lately Been Renovated at Cost of \$300,000.

The Hotel Inglaterra is Havana's oldest and one of the most frequented hostelries of Havana. It is situated on the fashionable Prado and faces Central Park. It is therefore in the heart of the city and one of the most convenient places possible for the tourist to select.

The hotel, while the oldest in Havana, has this last season been thoroughly renovated so that it has been converted into a modern hotel in every sense of the word. Over three hundred thousand dollars was spent in this work, the proprietors having spared neither pains nor money to make their place the best equipped and most fashionable place frequented by visitors to Havana.

Beautiful marble and tiled baths are to be found in every room. There is also a system of call bells and telephones and other conveniences for the comfort of the guest. English-speaking bell boys and porters are also at every beck and call.

The interior of the hotel is a great success. It has a high wainscoting of imported Spanish tiles made in Andalusia. These beautiful tiles can only be seen to be appreciated for they are of the most exquisite colors and most handsomely finished.

A well equipped restaurant is run in connection with the hotel and meals are served a la carte. The cuisine is not to be excelled here or anywhere else, the chefs being expert Frenchmen and Spaniards. Their dishes are a delight to epicures.

The picturesque palm garden and tea room at the rear of the restaurant is a restful spot for ladies and gentlemen, tired out from their walks or drives about the city. Whether one is a guest of the hotel or not he should not miss calling at the tea garden and partaking of some cool refreshment. English-speaking waiters and servants are on every hand to see that the visitor gets what he wants.

The Inglaterra is the best situated hotel in the city. It is on the corner of San Rafael street where many American stores are located and where the visitor can obtain any of

the little necessities he may have forgotten to bring with him. On this street he can also find anything in the world he may want in the way of souvenirs to take back home as reminders of the visit to this beautiful island. On no other street can Panama hats be bought so cheaply.

During the carnival times in the month of February, all of the parades pass in front of the hotel and from its doors and balconies the guests can

Street cars to every part of the city pass within a block, being as convenient as they could possibly be and still far enough away to prevent the guest from being disturbed by their noise.

In front of the hotel, within calling distance, there is always a carriage and a taxi stand, so that the guest can have either by simply raising his hand or telling one of the hotel employees his wishes.

natural wonders of the world, several hundred springs boiling up all in one and supplying this city with the clear crystal water that must appeal to every one who tastes it. Automobiles also take the visitor to the Cuban agricultural experimental station, and other places equally as interesting. The Cuban roads are excellent for automobilists and those who bring their machines with them are certain to never regret having done so.

dressed women are to be seen outside of Paris than in Havana, and the visitor who visits the Hotel Inglaterra restaurant after the opera will be convinced that the statement is true.

The office of the Inglaterra is in charge of competent American and Cuban clerks who, owing to their many years of experience in handling the tourist trade in Havana, are able to give complete information on all subjects and assist the traveler to make his sojourn pleasant.

PASSION FOR JEWELS

Has Been the Rule Throughout the Ages—Beautiful Assortment Is Available to Havana Visitor.

In the remotest times of antiquity there was a great passion for jewelry and this passion has been transmitted down through all the ages, as a reflection of civilization. The Romans especially distinguished themselves for their passion for ornaments of gold and precious stones which later the Renaissance perfected and adapted to modern requirements and the demands of the reigning style.

Formerly jewels were the patrimony of rich families only, but as the economic conditions of the people change there is a much greater number of persons who enjoy comforts, and in these there was aroused as a natural consequence, the desire for contentment and luxury. To this is due the great number of capricious forms of jewels which the artist produces and transforms and places within the reach of all fortunes, thanks to the aid given by the richest jewelers of the globe, who by their intelligence and honor win name and fame. Among these there occupies a preferred place, the house of Cuervo & Sobrinos of Ricala Street No. 39½, Havana, so well known and so popular, that to describe the praises of their numerous customers they have adopted the appropriate motto:

"Our Fame Flies All Over the World."

This motto is justified and is proclaimed by the great variety and profusion of its precious stones which can, however, give but a small idea of the beautiful designs which the house will place at the contemplation of the reader.



HOTEL INGLATERRA.

join in the fun of throwing confetti and serpentinas at the dark-eyed maidens who attract their fancy as they gaily pass in their gay carriages and automobiles.

Havana's largest opera house, The National, said now to be the fifth largest auditorium of the kind in the world, is just across the street from this hotel, while the other principal theaters of the city are within a stone's throw.

Special trips and excursions are arranged by the hotel to every part of the city and surrounding country. One can take his choice of many or he can, if he stays long enough, take in them all. There are trips to orange groves, pineapple plantations, sugar mills, tobacco fields where the tobacco is grown entirely under cloth, and others to places of industrial interest. Automobile trips are planned to the famous Vento Springs, one of the

No more interesting sight is to be seen by the visitor in Havana than the restaurant and cafe of the Hotel Inglaterra on theater nights after the performance. To these places the elite of Havana flock in large numbers to take their coffees, creams and ices. Here is to be seen the wealth and beauty of the young republic, with all its dazzling display of rich and handsome clothes and priceless jewels. It is said that no better



**HOTEL SEVILLA.**

**Is Equipped With All Modern Conveniences and the Traveler is Certain of Being Comfortable.**

No traveler who once goes to Sevilla Hotel will ever care to patronize any other hotel in the city because the comforts and attention he receives there will assure him that no better is to be obtained anywhere. New-comers to Havana often express their surprise that there should be in a city the size of Havana a hotel so thoroughly up to date in every way in its management and so comfortably equipped.

Unlike most hotels in Havana, the Sevilla was built expressly for a hotel. No other object was intended for it and in drawing the plans advantages are given to it that are lacking in others. In the first place it was built for two of the pioneer hotel men of Havana, two men who have been in the business here for many years and know just what is required by the traveling public. These men are the proprietors, Urbano Gonzalez, for twenty years owning and managing the Grand Pasaje Hotel, and Manuel Lopez for nearly as many years owning and managing the Grand Hotel Inglaterra. These two gentlemen when they came to build the Sevilla put together their knowledge in all their years of hotel experience in Havana and the result was the Sevilla Hotel, a structure which will long be without a rival.

There is no modern improvement for hotels that will not be found in the Sevilla. Hot and cold water baths are in every apartment, electric lights, call bells and telephones are connected with every room for the convenience of guests.

The construction is along lines best suited for a tropical climate. Where it occupies but three stories, an American hotel would have made six out of the same space, to the manifest betterment of its own pocketbook, perhaps, but to the inconvenience of the guest. The ceilings of the Sevilla are lofty, giving a free circulation for every particle of air available. The floors are equipped with cool tile and everywhere there are open courts and balconies. The arrangements are perfect.

The furnishings of the Sevilla are just what a hotel in a country such as Cuba should have. The management believes that there is a happy medium between the special requirements of the North and South, and this they have tried to obtain in furnishing this great hotel. Massive mahogany furniture here find admirable setting in the spacious rooms, where the absence of heavy carpets and draperies gives one an impres-

The palms include many plants of rare value and great beauty.

The dining room of the Sevilla can not but attract the favorable comment of any one who sees it. Contrary to the usual custom of Havana of having the dining room on a level with the street, that of this hotel is elevated to such a height as to give one an agreeable sense of privacy, but at the same time does not obstruct the view of the diner.

and call of the guests of this hotel. They meet all incoming steamers and trains and will give any one announcing himself as a guest of the Sevilla all possible assistance with baggage and transportation. If the traveler is just arriving by steamer, the interpreter of the hotel will take complete charge of his baggage, if he so wishes, and will pilot him through the examination of the custom house inspectors with the greatest despatch and the

Too much can not be said about the location of the Sevilla Hotel. It is situated just one block from the fashionable promenade, The Prado where the visitor is always assured of entertainment and comfort. The Prado on late afternoons and evening is always a gay scene, as it is used as a promenade by richly dressed people, walking to and fro between Central Park and the Malecon. Under the shade of the beautiful laurel trees of the Prado are benches placed for the convenience of any one who wishes to use them and they are very convenient to the one who is entertained by looking on this interesting phase of life in the Cuban capital.

Just two blocks from the Sevilla Hotel is Central Park, one of the prettiest parks of its kind in the world. Here the guest on several evenings during the week is welcome to a chair and hear for two hours a very high grade of band music. Two bands alternate in giving concerts. One is the Havana City Band, which went to Buffalo during the Pan-American Exposition and took second honors in competing against the many bands there congregated. The band of Phillip Sousa on that occasion took first prize. The leader of this Havana band, because of the success of himself and men, was presented a sword by the late Marcus A. Hanna, in the name of the citizens of Buffalo. On the sword, which is beautifully engraved, referring to the competition with the other bands, is inscribed the words: "You have cut them all to pieces." The other band which will play for the entertainment of the Sevilla Hotel is known as the Artillery Band. It is an organization belonging to the Cuban army, but every member is a trained musician, while its leader is a composer of great accomplishments. Thus, within two blocks the hotel guest has all the advantages and none of the disadvantages of enjoying these musical treats.

Within a six-block walk from the Sevilla Hotel the guest, if he wishes to join the ranks of the gay promenaders will find himself on Havana's famous Malecon, started by the Americans under the first intervention and completed by the Cubans. Late in the afternoons the guest can obtain from his point of vantage an unobstructed view of Cuba's wonderful sunset.



**PALM GARDENS, HOTEL SEVILLA.**

sion of airy coolness. On the open galleries are to be found comfortable lounging chairs and convenient tables inviting one either to repose or refreshment.

The Palm Garden of the Sevilla is something that should never be missed by the tourist even though he does not stop at this hotel. It is a special feature. A dinner among these palms in all their tropical beauty will always appeal to the lovers of the beautiful.

The cuisine of the Sevilla can not be described in words. It must be sufficient to say that it is of the very highest possible standard. The very best chefs obtainable are at the head of this important department. Meals are served a la carte and the menu includes the choicest that America and Cuba can produce while the wine list is the best that France and Spain can supply.

Polite interpreters are at the beck

very least of personal inconvenience.

Visitors who are intending to make their headquarters at the Sevilla while they are in Havana should always communicate their arrival with the management in advance so that proper reservations can be assured and a special representative sent to the steamer to await his arrival and facilitate in every way the despatch of his baggage through the custom house.



## HAVANA'S CENTER

How Visitors to Havana Can Always Find Their Way by Memorizing Two Words.

Havana in one respect does not differ from other large cosmopolitan cities. Her hotels are centrally located and are all equipped with modern conveniences, including up-to-date plumbing, hot and cold water baths, and are all absolutely fireproof. In all other respects the city is the most unique spot in the western hemisphere. Her location between the picturesque hills and the beautiful blue waters of the Gulf of Mexico, her excellent climate, both winter and summer, the loyalty of the bright and vivacious Habanos to their native city, her distinctly foreign aspect, all make up an ensemble as highly entertaining as the large, dark eyes so frequently met along her promenades and drives—the Cuban girl is a very pretty girl.

The visitor to Havana with some central point fixed in his mind can go to and from all parts of the city without difficulty or molestation, the people being courteous and willing to direct.

Central Park, east, is the center of the city, and from here one can easily walk to all places of amusement and find transportation to all parts of the city and its suburbs.

These are some of the street car lines of the Havana Electric system passing the corner of Central Park, east, a five cent fare only being charged for a ride of several miles:

Jesus del Monte, will take you to the suburb of that name, passing by, on the left, one of Havana's most ancient and interesting churches, located on a high hill overlooking the city from the southward.

Luyano, is a new line circling the upper bay, taking one past Havana's stockyards.

Cerro, goes to the suburb of that name, a very pretty residential district, thickly built with veritable marble palaces, surrounded with bright tropical gardens.

Principe, has its terminal at the foot of Principe Hill, where the government penitentiary is now located. The building used is an old fortress built in the seventeenth century to

protect the city of Havana from attacks from the westward. It is an interesting place and well worth the visit of the tourist. The grounds for hundreds of yards in every direction have been tunnelled for the purpose of planting mines so that attacking forces would be destroyed at the will of those within the fort. This line also passes the famous Tacon Market.

Universidad, goes by Havana University, where an excellent bird's eye

The only large building at the corner of Central Park, east, the center of the city, is the Apple Gomez Block which, in Spanish, is too difficult for the visitor to undertake to remember. The words "Hotel Plaza" are easy to remember, and are known by every one in Havana, and it will be a good point for you to start from and return to.

For the benefit of the traveler and tourist, and in order that they may

cuted, and the celebrated "Laurel Ditch." Then in a steam launch cruise to the "Maine" and harbor.

No. 2. Automobiles, sight-seeing, visiting celebrated Obispo Street Cathedral where the remains of Columbus were. President's palace, senate building, the Columbus Memorial Chapel, Castle La Fuerza, artistic Mercedes church, where beautiful paintings are to be seen; passing Colon Market, through Queen street, to

town of Jesus del Monte back to the hotel.

No. 3. One of the most delightful and interesting and by far the most popular of the shorter excursions from Havana, is that by the electric inter-urban railroad to the great sugar mill, Providencia, 35 miles southeast of Havana, which enables the tourist to enjoy the charming tropical scenery through which this railroad passes, and to see the wonders of a large modern sugar mill in operation—one of the most interesting sights imaginable. The Excursion and Information Bureau of the Hotel Plaza are authorized agents for this excursion and will gladly arrange for special or other parties to visit the great Providencia sugar mill. This splendid excursion can be made comfortably during the afternoon hours.

No. 4. To Marianao, the beautiful sea bathing resort of Havana, passing historical Camp Columbia and General Lee's headquarters.

No. 5. Through the city in rubber-tire carriage, visiting Obispo street, Columbus Cathedral, senate building, presidential palace, Memorial Chapel, old La Fuerza Fort, artistic Las Mercedes church, market, Botanical Gardens, General Weyler's old country home, Cemetery, coming back by the aristocratic seaside resort, Vedado, Malecon drive, Prado, visiting the great club room of Los Dependientes, the grandest of its kind in the world, built at a cost of nearly \$1,000,000.

No. 6. Another interesting excursion, among the larger ones the best of all, is that to the beautiful city of Matanzas, 55 miles east of Havana. A splendid excursion is daily available to this famous city, leaving the Plaza Hotel at 6:30 a. m., thence to the historic church of Monserrate, located on a high elevation from whence grand views may be had of the dreamlike valley of the Yumuri—famous the world over for its beauty. Thence the visitor is taken to the wonderful caves of Bellamar, the inspection of which will provide constant surprises in the varied and beautiful aspects of the marvellous crystal formations which convert the caves into a subterranean world of fairylike character.

The world offers no more beautiful sight than sunset on the Malecon.



HOTEL PLAZA.

view of the city can be obtained. The line extends also to Columbus Cemetery, a burial ground unlike any to be seen anywhere in the United States. Despite its gruesome purpose this cemetery is so beautiful as to be very attractive to the visitor and is one of the interesting sights of the city. Costly monuments and beautiful tombs built above the ground command the admiration of every one who sees it.

recognize a central guide, on this page is published a cut of the Hotel Plaza building.

### Excursions.

Excursions from the Central Bureau of Information, Hotel Plaza building:

No. 1. Visiting the Morro Castle and historical Cabañas Fortresses showing its old dungeons, secret passages where political prisoners were kept, and place where they were ex-

the Botanical Gardens, General Weyler's summer home, to Colon Cemetery, and then to the beautiful suburb of Vedado, where fine country homes can be seen, thence to Camp Columbia, general army headquarters, over fine roads, twenty-five miles' drive through beautiful scenery, pineapple groves, tobacco plantations, and beautiful Royal palm avenue; in returning visiting the great Vento waterworks, through the historical



## HOTEL PASAJE

**Favorite Resort With the Best Class of Travelers—Has Lately Been Rebuilt.**

The Pasaje Hotel is one of the famous hostelrys of Havana. Though now enjoying a building which has been built especially for a hotel, it has been for twenty years under the same management and Urbano Gonzalez and Brothers are known the world over by people who have been their guests these many years. The Pasaje claims that ninety per cent of the high class traveling public stop as its guests and it is true that the percentage is high. It is a hotel that holds its guests not for one visit alone but always. It has guests every tourist season who have been coming to Cuba for many years and would no more consider going to any other hotel than they would think of going to some home other than their own when they return to their northern cities. They look upon the Pasaje as their winter home, they have favorite rooms that they like and these they reserve in advance for the winter months they spend here year after year.

The secret of this hold which the Pasaje Hotel obtains upon its guests so that they never care to experiment with other hotels is that in the first place visitors are welcomed more as friends than as mere transients who today are here and tomorrow are far away. Every guest is treated, even though he is visiting Havana for a day or two, as if he had come for the season. No service is too exacting that the management will not be glad to have attended. For the purpose there are on every hand experienced employes who speak English and are trained to anticipate every wish of the hotel guest.

This ideal condition for a hotel is not a mere coincidence but the result of two things, first twenty years experience on the part of Señor Don Urbano Gonzalez, in attending to the wants of tourists. He has, one might say, grown up with the tourist trade in Cuba and therefore has had an opportunity to learn its needs and necessities as few other men. He is,

moreover, a progressive man, in that he is not content with what others would term "good enough." He is always watching to see in what he can improve the comfort and convenience of his guests. With this idea in view, every year Señor Gonzalez takes a trip through the United States where he visits the best hotels and studies them systematically to see in what way he can apply new things he sees there to his own hotel in Havana. These are two of the principal reasons that his hotel is the popular place that it is with the traveling public.

The Pasaje is located on the Prado, the famous promenade that has for a hundred years been a feature of this ancient and beautiful city. Without stirring from the hotel, one can see from its balconies the gaily clad throng passing to and fro on holiday afternoons and Sundays. Reclining in the luxurious rocking chairs in one of the spacious Pasaje parlors one can have all the pleasure of being out on the Prado amidst the throng and still be at ease within the hotel.

Proximity to all of the theaters and opera is another feature. No opera house or theater is farther than three short blocks away, where an evening's entertainment is always assured without the difficulties attending a long ride to another part of the city.

Central Park is but a half block away and to this place of pleasure the guest can within a few steps find a very enjoyable military band concert several evenings in the week. The bands are excellent organizations, and a credit to any country in the world. Both are led by professors who are themselves composers of very high merit, their compositions being played by many bands of the world.

The Pasaje has all modern conveniences, including elevators, electric lights, electric call bells, telephone in every room, private baths and hot and cold water.

A convenience that any traveler will appreciate is the location in the hotel lobby of a branch of the postoffice. Here stamps can be obtained, letters registered, money orders bought and in fact, almost any postal business one needs to transact.

A cable and telegraph office is also located in the lobby enabling the

guest to send and receive cables without having to leave the hotel building. Cables are transmitted from the hotel to any part of the world where cable or telegraph lines reach. The government telegraph lines also run from the hotel enabling messages to be sent to any part of the island of Cuba. No other hotel in Cuba has such conveniences.

On every tender meeting every passenger steamer coming to Havana, will be found interpreters of the Hotel Pasaje. The traveler has but to call the name "Hotel Pasaje" and he is instantly taken in charge by gentlemanly guide, reliable and trustworthy in every way, if he wears a Pasaje badge, and the traveler may be instantly relieved of any worry about attending his baggage. He can turn his checks over to this interpreter who will attend to all the red tape of passing his baggage through the custom house. Relieved of this care the guest has but to step into a coach, say "Pasaje" to the driver and be quickly driven to the hotel, secure that his baggage will follow a short time later in one of the wagons of the hotel. The cab driver will charge but twenty cents for one or two people, twenty-five cents for three and thirty cents for four. On arrival at the hotel the traveler is met by polite English-speaking clerks who will see that he is at once pleasantly located.

The meals served by The Pasaje are according to custom of the country. This means that there are three meals each day, but the early morning one is very light, consisting of several of the delicious tropical fruits and rolls and butter and coffee. The other two meals are quite as elaborate as those served in the best hotels in the United States.

From the hotel trips can be arranged for any part of the city or island. Experienced guides under the hotel management will arrange for private excursions for small parties or the visitor can go in any one of the several regular excursions which leave daily for different points of interest in and around the city. There are a wide variety of these excursions and one can be assured of several days' of interesting sightseeing. Going with the hotel guides will assure one of having every feature of historical interest carefully and fully ex-

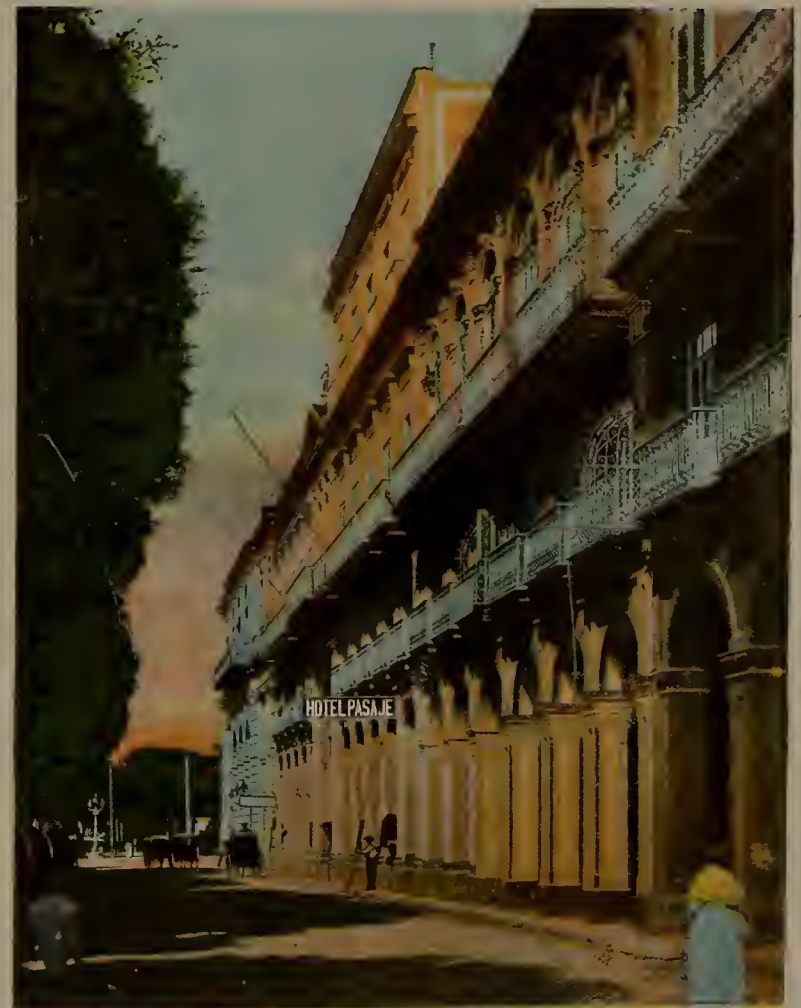
plained. The guides have had years' of experience and know like a book the facts which have gone to make up the history of this deeply interesting city.

One of the excursions most popular with the guests of this hotel is a drive about the city in a rubber-tired carriage. A limited number of carriages are gotten together for the guests and a round is made of the greatest points of interest. This, of course permits only of an outward glimpse of many places but those which appeal most strongly can be noted down and later visited at more leisure.

Even the despatch of the baggage

of the guests of this hotel has been arranged so as to cause the least possible inconvenience. Special arrangements have been made with an express company whereby baggage can be checked in the hotel via Peninsular and Occidental Steamship Company, the route going to Florida, only two hours before the ship sails. Formerly guests had to be packed up many hours before they left if they wished to have their baggage accompany them.

The only "knockers" among Americans in Cuba are those who love it so well they are jealous it is not an integral part of the United States.



HOTEL PASAJE ON THE PRADO.



**TELEGRAFO HOTEL**

**Famous Hostelry Is Now Newest Building in Havana—Thoroughly Modern in Every Particular.**

The famous Hotel Telegrafo, for many years a great favorite with the traveling public, has recently joined in the modern march in Havana, torn down its old building and at large cost erected an entirely new structure, modern in every line and equipment.

The Telegrafo as it is now, contains eighty large and airy rooms, twice as large as the average hotel room in the United States. Nearly every room has its own alcove and all have modern conveniences. Telephones are in every room. A central is within the hotel so that the guest can talk from his room with any phone desired throughout the city.

Hot and cold water is supplied to every room and the bath rooms are models of luxury and good taste.

Every room is furnished with handsome hardwoods of Cuba. No country has a larger variety, nor more beautiful hardwoods than has Cuba and these have been selected with rare skill and cause admiration from every one who sees them.

The Telegrafo, since its rebuilding, is owned by "Compania General de Hotels," of which Mr. Juan Pascual is the president. To his energy and perseverance is due the successful reorganization and rebuilding of the hotel.

The hotel is managed by Guillermo del Toro, who is assisted by Señora Pilar Somoano del Toro. Both have a reputation for successful hotel management that extends over many years. They are especially successful in their endeavors to please tourists and it is largely due to them that the saying became common, "Once a Telegrafo guest, always one."

A feature of the Hotel Telegrafo which is not enjoyed by any other hotel in Havana is telephone connection with the restaurant tables. The diner is enabled to sit at his table and if he is called up or wishes to talk with a friend over the phone, he can do so without leaving his table. This feature is especially appreciated by business men.

Another feature for which the Telegrafo has been famous for many years is its ice creams and ices. This de-

partment is called "Helados de Paris," which translated means "Ices of Paris." The fame of this department is justly earned. It is really the only place in Havana where every form of cream and ice is made and made as deliciously as anywhere else in the world.

Around the solid mahogany tables of the "Ices of Paris," every evening one can see the aristocracy of Havana gathered. This is especially

is the most beautiful one in Havana of its kind. The bar itself is made of solid mahogany and is handsomely carved. Costly mirrors held to adorn the room and the walls are artistically decorated.

Visitors upon arriving in Havana are always met at the steamer's side by representatives of the Hotel Telegrafo. They wear caps or badges of authority and the newcomer needs only to proclaim himself as desirous

**DILIGENCIA CIGARS**

**Output of La Dilegencia Has Received Prizes at Best Expositions of the World.**

Havana has many cigar factories, but none better and few as good as that of La Dilegencia, situated at San Miguel 85.

This factory is owned and operated by Sr. Pedro Moreda, a man with

A secret lies in the continued success of La Dilegencia despite competition of other factories with millions of capital. The secret is quality. Sr. Moreda buys his own tobacco. He is never deceived because he knows tobacco. Other manufacturers have to depend upon the intelligence and honesty of their buyers and if a bad lot of tobacco is bought unawares it is worked up with the good and gradually gotten rid of.

La Dilegencia has been awarded many prizes and medals in various expositions throughout the world. Several premiums and medals have been awarded at different times by expositions held in Brussels. At the exposition held at Ambers in 1894 and later at the Louisiana Purchase Exposition held a few years ago at St. Louis.

Visitors in Havana who wish to visit this factory will be assured of a warm welcome and will be shown all the different branches of pure Havana cigar making.

**HAVANA LACE STORE.**

**La Francia at Obispo 97, Is the Best Place Where One Can Purchase Dainty Lingerie.**

The best store in Havana from which to buy fine laces, dainty linen and beautiful drawn work, is the The Lace Store, La Francia, at Obispo Street, No. 97.

For many years this place has been very popular with tourists because in it are obtained the best products from the needles of the skillful Spanish women. The designs are worked out by the Spanish women during the long winter nights in Spain and sometimes they require months in the making. They can, nevertheless, be obtained at La Francia at prices that are astonishing.

English is spoken at this store and polite clerks take pleasure in showing the visitor the stock, whether purchases are made or not.

Cuba exported last season about twice as many crates of pineapples as Florida and Porto Rico combined.

No where in the world are the stars brighter or the moon more glorious than in Cuba.



**NEW TELEGRAFO HOTEL.**

true after the theaters or after the opera. On opera nights the place is brilliant with dazzling Cuban womanhood, attired in elegant Paris gowns, and displaying an immense wealth of diamonds.

No other place has been so favored in past years for the holding of banquets. State banquets invariably have the Telegrafo as the caterer.

Special mention must be made of the elegant bar of the Telegrafo. It

of being a Telegrafo guest and one of the representatives will immediately take charge of his baggage and see that it is promptly and safely passed through the customs and delivered to the hotel. All the hotel runners speak English and know how to attend the wants and needs of the tourist.

In the hotel proper nearly all employees speak English and are all carefully trained servants who have had years of experience in the same hotel.

many years of experience in the tobacco business and one who knows it thoroughly in all of its many intricate branches. So well has Sr. Moreda managed his factory, he has succeeded in prospering in spite of the desperate competition which has sprung up during the last twelve years. When other factories have gone under he has gone on with his factory and increasing his output with each passing year.



**FAMOUS HOTEL MIRAMAR**

Havana's Bonboniere Equivalent for Delmonico's and Martin's—At the Foot of the Prado.

W. T. Burbridge of New York, was the first to attempt to furnish Havana with a hotel acceptable to the class of persons who demand luxury in comforts during even a limited sojourn anywhere, says The Bulletin of American Reviews, in a comprehensive article on New Hotels in Cuba. He opened the Miramar and it retains the popular favor at once bestowed upon it. It is the Delmonico's as well as the Martin's of Havana.

Its location is ideal, for it stands at the foot of the Prado where that famous drive comes down to the sea, meeting the waterfront boulevard (Malecon) at the bandstand by Punta Castle, turreted, grey and picturesque. Miramar is small. It is a bonboniere of a hotel, with rooms enough to accommodate only the most distinguished among the wealthiest visitors to Cuba. The dining room of the Miramar is the handsomest in the island. On its walls are panel paintings, by A. Rodriguez Morel, so exquisite in coloring one overlooks their faulty drawing. At the end of the salon is a raised gallery which musicians occupy during dinner. Nevertheless, attractive as it is, this dining room is deserted save in stormy weather; for guests prefer the terrace or the gardens.

The terrace is the rendezvous especially of foreign residents at the hour when the sun goes down beyond Vedado, lighting all the intervening sea and the sky above the zenith with flaring color. At the polished tables of native hardwoods, arranged along all the seasward side of the hotel one may find between five and six on any afternoon, the leading business men of Havana; they are as unfailing in attendance as the habits of a favorite club. Here, too, ladies, come from shopping or their afternoon drive for an ice or tea, are accustomed to meet to chat together. Before them passes as on parade along Malecon the endless chain of conveyances in which all Havana is "taking the air" at the sunset hour.

Steamers entering or leaving port

negotiate the narrow mouth of the harbor within a stone's throw of the driveway; or, again, it is a white-sailed schooner beating in under Cabanas, whose moss-patched walls glow pink in the evening light. As the southern night falls, thick and quickly, whirling carriages and automobiles seen from Miramar become animated silhouettes against a burning background in the west. When the flare of sunset burns low and out their

red lights. In the sanded arena the diners seated at these encircle, like box-holders do a theater's pit, there are chairs and smaller refreshments tables for crowds enjoying, along with the diners, the moving pictures thrown nightly on a screen in good view of all. The picture the Garden presents, especially on a Sunday night, when "all the world" brings his lady along, is more varied and interesting than any cinematograph exhibits.

house duties on jewelry is practically nothing, while in the United States they are exorbitant.

Paris, France, is a favorite place for Americans who wish to buy jewels of rare design, because of their reasonableness, but it is no longer necessary to go to Europe to obtain such things. This is because in Havana there are located branches of one of the foremost jewelry firms of France, that of A. and S. Campignon of 22

that is best in the trade. In no place in the world can better workmanship or better value be obtained.

One of the great advantages of dealing with such a firm as A. and S. Campignon is that every piece is guaranteed. The stones are warranted to be flawless and the workmanship perfect. Such a guarantee coming from a firm of responsibility is worth something and should be taken into consideration by every purchaser.

In the branches of Campignon in this city, English, Spanish, French and German are spoken.

A. and S. Campignon have been doing business in Havana for several years. With each passing year their fame has been spreading through the United States, caused by the pleased customers who each year are astonished at the rare values they can obtain here. Up to last year the firm did all its business from the Inglaterra but the Havana business has grown to such an extent that it became necessary to obtain larger quarters on Obispo street. This was done, although the old place of business in the Hotel Inglaterra is still maintained. The display of jewelry which the firm places in one of the windows of the hotel is one of the features of the famous Louvre sidewalk. Throughout the winter season it is one of the sights which all visitors seldom fail to see.

During the past summer both A. and S. Campignon have been in Paris, where they have been making a larger purchase of jewels for the coming winter season in Havana than they have ever made before. There will be nothing new in the way of rare jewels that they will not have on display in their two Havana stores.

Another feature of this firm is that it has a large assortment of unset stones of priceless value which will be made up in any setting desired by the purchaser. The customer can, therefore, obtain in Havana anything that he could obtain in any of the largest and best equipped establishments in the world.

No visit to Havana is complete without a visit to one or both of these stores. Whether purchases are made or not the visitor will always be shown courteous attention.

Original paintings by the old masters are sometimes picked up in Havana junk shops.



THE MIRAMAR, FAVORITE RENDEZVOUS OF FOREIGN RESIDENTS IN HAVANA.

lamps are lighted till, in the darkness, these seem each a link in a running chain of intermittent glow. Now and then a touring car drawing up at the curb turns the inquisitive eye of its searchlight upon those at table. They sit long.

The Miramar Gardens, entrance from the Prado or through the dining salon of the hotel, are overhung with balconies, and there are pagodas, where tables are set, under twinkling

**HAVANA'S JEWELLERS**

Rare Jewels Can Be Obtained at A. and S. Campignon at Prices Unheard of in the States.

Havana is the place of all places in the New World to buy handsome diamonds and jewels of every kind. They can be bought here for a fraction of the cost in the United States. The reason is that here the custom

Place Vendome, Paris.

The firm of Campignon have two branches in Havana. One is located in the Hotel Inglaterra and the other at 115 Obispo street. They are the only exclusive jewellers in Havana.

This firm makes a specialty of diamonds, rubies, pearls, sapphires, emeralds and all others of the best gems. They are set by the most expert workmen of France and represent all



**HOTEL "CAMPOAMOR."**

Is Situated in a Beautiful Park  
Resplendant With Tropical  
Vegetation.

Arriving in Havana, the first impression of the tourist is to find himself transplanted in a country half oriental and half tropical, and when he leaves he generally has the feeling that he cannot be happy again until he returns to the beautiful island of Cuba.

But as beautiful as the country might seem to the tourist in general, only the visitor who has been to the Hotel "Campoamor" at Cojimar, twenty-five minutes from the ferries, right from the heart of Havana, can fully understand how splendid this Pearl of the Antilles is.

The Hotel "Campoamor," which translated into English means "The Field of Love," is situated in one of the most charming parks, resplendant with tropical vegetation, a well-stocked farm where everything that is put on the table is raised, is connected with the hotel.

It is a real paradise for people who seek quiet and love the beautiful; an Eden for the young and vigorous, who love outdoor sports such as sea bathing, fishing, riding, driving, tennis and automobiling. A Mecca for every lover of the artistic, the admirer of sea and landscapes.

This hotel counts among its staunchest friends, the greatest painters and artists of the day, and wherever a man or woman with artistic inclination comes from, they are sure to return to this lovely spot.

The hotel itself is 140 feet above the sea level and from every room a most beautiful view of Havana, the harbor and the surrounding country is obtainable. The house is modern in every respect; every room with bath, and conducted on the American and European plans. The prices are moderate and the management feels confident that every visitor to Cuba will be happier for his stay at this beautiful Hotel "Campoamor."

The hotel is easiest reached from the Muelle de Luz ferry to Casa Blanca, where an automobile bus awaits the tourist to bring him to the door of the hotel. The buses run ev-

ery two hours on week days, and every hour on Sundays. The hotel is also accessible by three or four other ways, and for the automobile owner, or the tourist who hires an automobile during his stay, there is a beautiful and well-kept government road around the bay which brings him in about forty-five minutes from Central Park to the "Campoamor." For the convenience of these tourists, a large garage with every modern improve-

palms and foliage plants in the center, leaving a spacious dining salon in one end, overlooking the open sea, and the other side is given to the social hall and office.

Around the entire first floor is a wide, tiled veranda, where the guests promenade as on the deck of an ocean steamer, the beautiful blue waters of the Gulf of Mexico always before their view, with trees, palms and tall banana leaves waving in the breeze.

winding its way up hill and down dale as far as the mountains of Pinar del Rio and Matanzas.

At the foot of the elevation upon which "Campoamor" (The Field of Love) is situated, nestles the village of "Cojimar" with its quaint and colored tiled roofs, its castle and old church, and with its large belfry, looking as peaceful as though it were a thousand miles from the sombre Morro Castle instead of five.

etc., with walks artistically arranged for the visitor to admire Nature's abundant growth in vegetation, with which Cuba is so generously provided.

Last, but not least, is that the Hotel "Campoamor" is conducted by J. Hoffer, who has had experience in the United States, France, England and the Orient, and has been connected with such houses as the Hotel Cecil, London; Grand Hotel, Paris; Ghezirah Palace, Cairo; Galle Face, Colombo, Ceylon, etc., and has made it a study to make all of his guests feel that they are at home, and that they would like to return again and again.

**HISTORIC BAYAMO.**

Has Interesting Old Relics of Former  
Days in Cuba—Was Founded  
by Velazquez.

Of great romantic interest is the old town of Bayamo. It has only recently been touched by a railroad. This means the resurrection of the noble town, which is admirably situated in the midst of a territory very rich in minerals, timber, cane and pasture lands.

A large number of buildings have already been erected on the sites of old ruins.

One of the most interesting of the ruins to be seen in Bayamo is that of the Convent of San Francisco. In its patio there are buried the remains of Doña Isabel de Cúellar, a niece of Don Diego Velazquez, the founder of Bayamo, of Santiago and of six other towns. She died in 1620, and where her remains lie is marked by a marble slab devoted to her memory by her husband, Don Rodrigo de Velasco.

The Convent of San Francisco is beautifully situated on a small eminence on one of the edges of the town. From the well kept vegetable garden, there is seen, near the banks of the river, a big ceiba tree standing in haughty loneliness in the midst of verdant pastures with the Sierra Maestra for a background. Beneath that tree, there used to be erected in time gone by the scaffolds on which criminals paid for their crimes with their lives. The view near the close of day is weird, sombre, terribly beautiful!

Frost never comes to Cuba.



BEAUTIFUL HOTEL COMPOAMOR AT COJIMAR BY THE SEA.

ment has been built on the grounds, quarters for chauffeurs have been provided, and everything has been done to make our visitors as comfortable as possible.

One of the most interesting features of the Hotel "Campoamor" is its charming architecture, which is typically Spanish in style and very rightly termed "Palacio Campoamor." The main floor of the hotel is one immense hall. It is divided by tropical

Above the third floor is a large roof garden covering the entire roof space, and above this is a stairway leading to the circular walk surrounding the tiled dome, from which height one can behold the most magnificent panorama of mountain, valley and sea-view imaginable, with the lights and buildings of Havana and Morro Castle in the distance. For miles and miles one can trace the beautiful white road with large shade trees on each side,

Into the Cojimar bay runs a picturesque creek, not more than one-half mile from the hotel, where the finest of trout and other fish are to be found. No fisherman could desire more of a paradise of beauty of scenery and natural coloring in which to cast his rod and reel.

In the luxurious garden surrounding the "Campoamor" are endless varieties of flowering and foliage plants, fruit trees and many species of palms,



**HAVANA'S RACE MEET**

One of the Best Tracks in the World  
Will Be Built—A \$25,000 Derby  
Will Be a Feature.

Cuba is the natural playground of the United States and Canada. Situated as it is, far from the blighting frost line, and brilliant the year round with tropical flowers and foliage; blest with a climate that makes it one eternal springtime when ice and snow prevail in the North, it is the one ideal place for those who seek to escape the rigors of their home clime.

Amusement as well as an ideal climate is what is sought by those who visit Cuba. Havana has always had many things to interest visitors, but it has lacked some sport that would not only interest for a few days but hold that interest for months.

This one amusement which has been lacking is to be supplied this winter. One of the best race tracks for horses in the world will be built and the first meeting will be held December 15, 1911.

The purses for the races will be of such size as to prove attractive to the best horsemen in the business, and it is to be conducted by men who have made a success of horse racing in places where the "Sport of Kings" has attained its highest perfection.

**A \$25,000 Derby.**

A \$25,000 derby is one of the purses planned. The management has been promised by officials of the government that a Derby purse of that kind will be supplied. In addition the association will on its own account give a \$10,000 handicap and will offer at least two stakes each week ranging in size from \$1,500 to \$5,000. The other purses will range from \$500 to \$1,000. The meet will continue for 90 to 100 days.

In addition to horse racing it is planned in another year to add automobile racing to the list of amusements. Arrangements have been made for the purchase of sufficient land adjoining the present track to build a modern track which will be without a superior for racing of this character. It is the intention of the Association to offer prizes which will astonish the automobile racing world.

International shooting meets are al-

so among future amusements which will be offered which will be sufficiently large to be attractive to the best marksmen.

**An Ideal Location.**

Havana's race track has a location that is ideal in every way. It commands a beautiful view of the Gulf of Mexico on one side. On the other sides are the back hills of Havana the Almendares river, and Camp Columbia. The way to the track is

**CUBAN MADE CEMENT.**

El Almendares Fabrica de Cemento  
Makes a Portland Cement as Good  
as Any in the World.

An Important industry rapidly growing in Cuba is that of making Portland cement. This industry is being developed by the company known as El Almendares Fabrica de Cemento. The trade mark of the cement is "Volcan,"

stalled its plant in 1902 and then doubled its capacity in 1907. Preparations are now under way to double the capacity of the plant again. Its present capacity is 200,000 barrels a year.

This company makes but one product—Portland cement. The result is that every man connected with the industry is able to concentrate his energies to pleasing customers and maintaining the fame which the company has justly earned for manufact-

of the output comes up to the standard. The result of this provision is that all the cement has the government's certificate of approval.

The machinery employed by the Almendares Cement Company is modern in every particular. It has four enormous rotary kilns and a motor force of 1,500 h. p., and a central electric plant.

The transportation facilities of the cement factory could not be better. Schooners come up to its docks on the shore of the Almendares river and load the cement for all the important ports of Cuba. There is also a branch of the Havana Electric Railways within the grounds and by this means the cement can be delivered direct to any of the stations in Havana.

The fame of the "Volcan" brand of cement manufactured by this company is spreading with each passing year. It has been manufactured a sufficient time now to prove its efficiency and lasting qualities. It has been proven to resist the sun, fire, sea water, hurricanes and cyclones.

C. H. Diguët is president of the Almendares company. He is at present in Europe purchasing new machinery. To his energies is greatly due the credit which "Volcan" cement has obtained in Cuba. He has shown himself to be a man of great ability at the head of an important industry. President Diguët has been ably assisted in his work by E. Descamps, the general commercial agent. He has been the one with whom the public has dealt and has done much toward making customers feel that their best interests are those that the company wishes to fill. His offices are located at O'Reilly 110, and he is always ready to attend the wants of those who wish to discuss cement.

The "Volcan" cement has obtained honors elsewhere than in Cuba. It received a premium in the Paris Exposition of 1900; in Buffalo in 1901, and in St. Louis in 1904, and in Havana in 1909.

The company El Almendares Fabrica de Cemento has a capital of \$1,375,000.

Cuba's undeveloped resources are great.

You will enjoy a visit to Cuba.



HAVANA'S NEW RACE COURSE.

along Havana's beautiful Malecon, one of the most beautiful driveways in the world and ideal for automobilists.

The meet will be under the auspices of the International Jockey Club, organized in Havana about two years ago, with a paid up capital of \$500,000. Among the stockholders are some of the most prominent of Cuba's officials and various race track men of wide renown in racing circles in the United States.

and it is rapidly superceding the cements imported from the United States.

This company has 90 hectares of land on the banks of the Almendares river, and immediately surrounding its factory. On this land is seemingly an exhaustible supply of the material for making cement of the best quality. An idea of the progress of the institution is obtained when it is told that the company completely rein-

uring a cement that competes favorably in quality and price with any cement in the world.

An advantage that the cement manufactured in Cuba has over cements that are imported is that it is all carefully inspected by the Cuban government. As the government is using thousands of barrels of the cement in its public buildings a special inspector has been detailed to inspect the manufacture in all its details so that all



## CUBA TELEPHONE CO.

Has Perpetual Right to Install Local and Long Distance Telephone System Throughout Island.

The Cuban Telephone Company is incorporated under the laws of Delaware, U. S. A., and holds a concession granted by the Republic of Cuba pursuant to a special law dated the 19th of July, 1909, which confers upon the Company a perpetual right to install and operate a general local and long distance telephone system throughout the entire island. The city of Havana and some 94 towns and municipalities are specifically mentioned in the concession, but the system is not limited to these towns as it may be extended to any and all parts of the island at the option of the Company.

The Company began service on the 10th of September, 1909, taking over the old telephone system of Havana, which was continued in service until the 17th of October, 1910, when it was practically destroyed by a cyclone. At that date the new automatic system was practically completed and the Company had in operation in Havana some 4,000 automatic telephones. The system has since grown to approximately 7,000 telephones. The service has also been extended from Havana to Marianao on the west, to Arroyo Apolo on the south and to Guines and Matanzas on the east, and includes in addition to these places the towns of Regla, Guanabacoa, Cojimar, Luyano, San Francisco de Paula, Cotorro, Cuatro Caminos, San Jose de las Lajas, La Catalina, Sabana de Robles, Madruga and Seiba Mocha. A new automatic plant has also been installed in the town of Cienfuegos and opened up for service on July 16, 1911.

Some 450 subscribers have been installed in Cienfuegos proper and the long distance line extended from that town to Palmira and Cruces enroute to Santo Domingo where it will connect with the principal trunk line from Havana to Santiago. The Company is under a bond to complete the long distance service from Guane on the west to Santiago in the Oriente by September 10, 1912, and from Santiago to Baracoa within one year thereafter. Work on this general system is progressing rapidly and at the same time the local service of Havana

is increasing at the rate of about fifteen telephones per day. It is estimated that the Havana plant alone will reach 15,000 subscribers in the next two years and that the general system throughout the entire island will have 25,000 subscribers when completed with prospects exceptionally good for a continued rapid growth in the future.

The construction of this system is modern throughout, consisting of underground cable installations in the cities and native hardwood pole lines on the long distance routes. No expense is being spared in making the system of a most modern and permanent type capable of standing the hard wind storms that occasionally visit Cuba, as well as other climatic difficulties. The absence of ice sleet and snow in Cuba, however, renders the maintenance of such a system correspondingly low and a comparison of the earning capacity of this system with a plant of approximately the same size in the United States shows Cuba to be far in the lead in advantages to telephone investors. A recent telephone journal of the United States publishes a report showing

that in a system of slightly over 7,000 subscribers the Bell Telephone Company has an earning capacity of \$40.75 per telephone with an operating and maintenance expense of \$28.60, leaving net \$12.15 per annum per telephone. An independent automatic system of approximately the same size shows an earning capacity of \$31.52 with operating and maintenance expense of \$14.86 and net earnings of \$16.66. The Cuban Telephone Company in its last monthly statement shows an earning capacity of \$65.40 per telephone with operating and maintenance expenses of \$13.56 and net earnings per annum per telephone of \$51.84.

The independent automatic service referred to in this statement shows considerable advantage over the manual system, but with slightly over 7,000 subscribers its net earnings per month, while better than that of the Bell system, are only approximately \$5,000. The Cuban Telephone Company's net earnings per month for a system of slightly less than 7,000 is approximately \$30,000, six times that of the automatic system referred to. The per cent telephone expense to

telephone earnings in these systems is shown to be: Bell 75.1; Automatic 44.6; Cuban Telephone Company (also automatic) 20.7. In the gross receipts of the Cuban Telephone Company there has been an increase in the last twelve months of \$12,122.95 per month, and in the net earnings an increase in the same time of \$12,200.64 per month.

The Company's headquarters are located at Aguila street, number 153, Havana, where the Company has erected one of the most substantial and up-to-date telephone buildings in the world. This building not only accommodates the central exchange office of Havana but has also ample room for the general office of the Company and the store-room and shops. The plant at this building has an ultimate capacity of 40,000 subscribers with equipment already installed for 10,000.

The long distance lines will be of No. 10 pure copper on the intermediate lines and No. 8 pure copper on the main trunk lines.

This service when completed will greatly facilitate the rapid development of the island's commercial and

agricultural interests and its benefits are already shown in the territory that has thus far been covered by this system. Communications will be had as far as Santa Clara by the end of present year.

The Company will expend in its construction work of the system specified in its concession and in extensions and installations not specified upwards of \$10,000,000.

## HOW THE CUBANS BECKON.

The Cuban way of beckoning is just the reverse to that employed by most people. They raise the open hand with the palm outward, bending the fingers toward the person they are calling, a gesture which people of most countries would interpret to go away.

Havana might be a fabled city of the summer seas as it appears to the visitor upon entering the harbor.

Proper investments in Cuba pay dollar dividends where cents are paid elsewhere.

Frost never comes to Cuba.







VIEW OF ORANGE AND GRAPEFRUIT GROVE, FOUR YEARS OLD—HERRADURA, CUBA.

## HERRADURA COLONY.

It Is Well Settled With Americans  
Who Are Making a Success of  
Citrus Fruits.

There was for a long time in Cuba a need for a company that would purchase a large tract of land and divide it into small tracts in the reach of everyone. This need has not been better supplied than by the Herradura Land Company, an organization with a capital of \$440,000 fully paid up. Its offices are at Zulueta 9, Havana, Cuba, and at Herradura, Cuba. The president is T. H. Harris of Havana; the general manager, C. M. Johnson, also of Havana. O. H. Johnson of Minneapolis, Minn., is vice president.

This company has a large tract of land adapted to oranges, grape fruit. (soil is a deep sandy loam), pineapples, vegetables, tobacco. It offers farm lands, town lots and planted groves for sale. It is also prepared to contract for the planting of citrus groves to order. The orchard proposition is in no sense a speculation or "get rich quick scheme," but it is an opportunity for legitimate investment, which promises unusually large returns, especially in view of its unquestionable safety. Fruit grow-

ers in Cuba have the advantage of very cheap freight rates. This is understood better when it is stated that, owing to the fact that the greater part of the transportation is by water, the Cuban grower can place his fruit in New York and other eastern and middle western states for less money than can the growers in either Florida or California.

### HERRADURA

is an American colony, in the province of Pinar del Rio, established in the years 1905 and 1906.

The Western Railroad from Havana passes seven miles through this land, and on either side of the track, for a distance of three and a half miles, oranges and grape-fruit orchards are seen, from one to five years old. The growth of the trees has been wonderful. The five-year old trees are nine inches in diameter and large enough to carry fifteen boxes of fruit to each tree, and the quality of the fruit has been proven superior to the best grown in California or Florida.

There are about one hundred Americans and Canadians living at this place, engaged in profitable farming and citrus fruit growing. They have purchased about ten thousand acres of land in different sized farms. The Herradura Land Company, founders of the colony, still have for sale fourteen thousand acres, all of

which is surveyed and laid out in small lots, and is offered for sale in any number of acres from five up—on easy terms.

The title to these lands is absolutely perfect and unencumbered, and comes directly from an old crown grant. The company is therefore able to make warranty deeds to all lands sold. This is a point of immense importance, as all who are familiar with conditions in Cuba will fully realize. Before these lands were placed on the market they were surveyed after the American plan and were divided into sections, quarter sections, and forty acre lots, all corners being marked with permanent stakes.

There is a lake for boating and fishing. Quail and wild pigeon are plentiful. Deer are very numerous and are hunted in the season with dogs and on horseback. Well gaited saddle horses are for hire, also carriages and automobiles.

Touring by automobile from Herradura may be enjoyed for hundreds of miles through mountains and valleys. The scenery is unsurpassed in the world and there are new government roads, the equal of which do not exist in the United States of America. One of the short trips, a distance of twenty miles (which can be made with an automobile and over splendid roads in from thirty to forty-five minutes), is to the fashionable health

resort and hot sulphur springs of San Diego de los Baños, which are situated in the "Organo" mountains. There are several large hotels at this resort, which are patronized by the wealthier class of people. These springs are known the world over on account of their curative qualities.

From Havana to Herradura the distance is ninety-two miles, over government roads, and in an automobile makes one of the finest trips imaginable.

Here, where disagreeable extremes in cold and heat are unknown, and under the protection of the United States of America, is the place where the farmer can make four crops a year, instead of one, as in northern latitudes.

The town of Herradura is located on the Western Railroad, ninety miles west of Havana, and near the center of the Herradura lands. It is very certain to make a prosperous town.

Its hotel is commodious and well kept, and is a comfortable and pleasant resort for visitors. It is lighted with gas and has running water and a bathroom. There are four stores where the wants of the settlers are well supplied. A free school for the accommodation of Americans is maintained by the Cuban government, where English branches are taught by an American teacher. A Cuban

school is also maintained. There are quite a number of new dwelling houses in the town. The principal street is built of Telford macadam and is always dry and clean. There is a telegraph office, postoffice with money order department, and two mails a day are received from the States through Havana.

Being an American colony, social conditions are about the same as in northern towns. In fact, one can scarcely realize that he is outside of the United States. Church and Sunday school organizations, a ladies' club which meets weekly, and a horticultural society, which also meets weekly, are sources of entertainment, which causes one to almost forget he is in a new country.

### Reasons for Buying.

Some of the reasons for buying Herradura Colony lands are the following:

The land is good, and cheap at present.

Pure and soft water is abundant in running streams and in wells from 25 to 75 feet deep.

The climate is even and healthful. The location is beautiful, the crops are varied and sure and always marketable.

Statistics show an average rainfall of 51-54 inches per annum, for a period of 30 years in this part of Cuba.



**J. BERNHEIM AND SON**

They Are the Biggest Independent Buyers of Tobacco—Offices in Havana and New York.

The present members of this firm are Isaac J. Bernheim and Henry J. Bernheim, sons of the founder of the firm, the late Mr. Jacob Bernheim, who started his business career in 1849, and retired from business in 1899, after a successful and honorable business career extending over fifty years.

When the present members of the firm joined their father and first visited Cuba in 1882, their exports of tobacco from Cuba amounted to 3,500 bales per year since which time their business has grown until they are today acknowledged to be the largest independent buyers of tobacco on the island, their annual purchases exceeding 30,000 bales.

While they originally started with a staff of one buyer, they now employ a dozen, some of whom have been in their employ upwards of twenty years, and in the active season they add many additional buyers temporarily to their staff. Mr. Rogelio Echervarria, who is interested in the business, is a man of extensive experience, being in charge of their operations. They thus cover every section growing the better grades of merchandise which they buy from the farmer direct as soon as the tobacco is cut.

In the handling, curing and sorting of the tobacco thus gathered, occupying about six months each year, they give employment to several thousand hands in their various packing houses in the country, many of which they own, having erected them for the special purpose to which they are dedicated.

Packing, curing and handling green tobacco is a delicate operation and much of the success of the firm can no doubt be traced to the personal supervision given to it by them; every crop packed by them in the last thirty years having been under the personal supervision of one of the two present members of the firm, their efforts being ably seconded by their experienced organization.

An experienced foreman is in charge of each operation involved in the

handling of the merchandise and some notion of the complicated nature of it can be formed by the list of foremen employed in each packing:

Encargado de Entongadura (piling of green tobacco).

Encargado de Despalo (stripping from stalk).

Encargado de Moja (casing).

Encargado de Escojida (sorting).

Encargado de Engavilleo (making hands).

62,000 square feet, with a storage capacity for 35,000 bales of tobacco.

Of late years an important industry has grown up of taking the stem out of cured leaf (stripping) and shipping it to the United States in condition ready for the cigar manufacturer. As with all other branches of their business and to assure absolute reliability, this is done in their own stripping establishments of which, in addition to the one of which photograph is

**HAVANA'S MALECON.**

Is One of the Most Beautiful Driveways of the Kind in the World. Americans Started It.

The Malecon is considered one of the most beautiful driveways in the world. The word Malecon means in Spanish, an embankment or wall. It consists of a substantial sea wall, extending in a curved line from the

an entablature and dome, and inscribed with names of the great composers. The Malecón overlooks the Gulf, the harbor entrance with its shipping, and Morro Castle on the opposite heights, Gulf Avenue extending in sweeping curves to the west, and in the distance the verdant hills back of Vedado. The landscape and marine vistas are like painted pictures. Havana's water front is one of the noblest among the cities of the world. The colors of sea and sky tinted houses, with the moss-grown forts and waving palms, create an effect which is striking at any time of the day, but sunset is the hour of enchantment. Nor should one fail to visit the Malecón at night when the long line of electric lights on the water-front toward Vedado are reflected in quivering bars and bands of radiance from the water, the lights of the electric cars are seen creeping along the distant heights and the lantern of the Morro glows and dims and glows again. To see the Malecón by moonlight, to mingle with the pleasure throngs, hear the music and feel the caress of the soft Gulf air, is one of the most enjoyable experiences of Havana.

**GRAND "AMERICA."**

First Class Hotel With 100 Rooms With Private Bath—Located Near Central Park.

A hotel that is certain to please the visitor in Havana is Hotel Grand America, at Industria Street No. 160, corner of Barcelona. It is between Colon Park and Central Park, only two blocks from the former and one block from the latter.

This hotel has 100 rooms with private bath connected with each. It has an electric elevator and all of the improvements of a first class hotel in the United States. An excellent restaurant with French and American cuisine is at the convenience of the guest. The guest has the choice of either the American or European plan.

The proprietor of the hotel, Manuel Durán, is a man with long experience in the hotel business.

The lover of the antique will feel at home in Havana.



J. BERNHEIM & SON'S NEW TOBACCO WAREHOUSE.

1. Store room. 2. Front View of Warehouse. 3. Interior View. 4. Stripping Tobacco.

Encargado de Manojeo (making carots).

Encargado de Enterccio (baling).

When this operation is completed the goods are shipped to Havana to cure in their warehouse (of which various photos are here shown) and which was built expressly for the purpose. It is one of the show places of Cuba and probably has no equal for tobacco purposes in the world. It occupies an entire block, approximately

shown above, they operate three other plants in the country.

They export from Cuba to Europe as well as to the United States, though operating primarily for the American market, their New York office being at 138 Maiden Lane, between which which point and Cuba the members exchange places so that one or the other can at all times personally direct everything appertaining to their fast growing business.

northwest bastion of La Punta to the west side of the end of the Prado, protecting for the entire length a broad concrete promenade and a macadamized driveway. The wall stands about thirty feet back from the high water line, and an inclined toe with stones projecting above its face breaks the force of the waves in a storm. In the center of the park thus formed is a music stand of classical design, with twenty Ionic columns supporting



## THE GREATEST WORKS OF CUBA'S ISLAND.

Almendares Bridge a Monumental  
Structure of Steel and Concrete—  
Roque Canal Fifty-Two Ki-  
lometers Long.

Among the great works built or building in the island of Cuba during the last few years none are of greater interest than the Almendares Bridge and the Roque Canal. The bridge is the largest of its kind in Cuba; the canal is fifty-two kilometers long and reclaims many square miles of valuable land which would otherwise be annually overflowed by the Roque floods. The bridge was completed July 15, 1910, by the contracting and engineering firm of Champion and Pascual and the same firm has the contract for building the canal in Matanzas province.

### Description.

This mammoth bridge spans the river Almendares and consists of a river span of 190 feet, three spans of 102 feet 2 inches each, and a small roadway span. It is 710 feet long and 50 feet wide. The roadway is 48 feet above the surface of the river and has a width of 34 feet between curbs. There is a five-foot sidewalk on either side.

About 36,000 lineal feet, or seven miles, of piles were driven in the pier foundations to rock.

The structure contains about 10,000 cubic meters of concrete and about 400,000 pounds of steel rods. These rods are scientifically arranged and imbedded in the concrete, in such a manner that the steel will sustain all the tensile stresses and the concrete will withstand the compression.

Each of the six arches is composed of six parallel ribs of concrete. Reinforced concrete columns rest on these ribs, extending up to the reinforced floor beams; these beams carry the floor slab, which is eight inches thick and reinforced with five-eighths-inch square steel rods five inches apart, transversely and three-eighths-inch rods, two feet apart longitudinally.

Five hundred thousand feet of lumber were employed in the forms and falsework. The curves of the arches are not circular but parabolic. The design and erection of the falsework for these gigantic arches represented a large part of the work and a great deal of engineering skill. So great was the weight to be carried by the falsework and at such a height in mid-air that the strength of each timber and bolt in the structure had to

Havana, while Mr. G. B. Strickler represented the designer.

### Contractors.

The engineering and contracting firm of Champion and Pascual has been in business in Cuba for about twelve years. They have installed the largest number of ice plants in Cuba and erected many steel and concrete bridges throughout the island and constructed roads and buildings. Their chief engineer, Mr.

of the Boston Society of Civil Engineers.

The beautiful and colossal Almendares bridge will stand as a monument to its builders and as a credit to the province of Havana for centuries.

Great credit is due the firm of Champion and Pascual and their chief engineer, Mr. Allard, in the execution of such gigantic work, for the care and skill with which it has been

The specifications call for a canal which shall be 52 kilometers long and ranging in width from 110 to 300 feet. Its depth will range from 4 to 30 feet.

### Requires Costly Machinery.

To execute this work Champion and Pascual have acquired a plant costing \$200,000. This includes dredges, excavators, drills, etc. Each machine generates its own electricity so that the work is carried on night and day.

### Engineer in Charge.

The Roque Canal is under the direction of Thomas T. Allard, chief engineer for Champion & Pascual, and Assistant Engineer Herbert W. Tufts. The engineer for the government is Luis F. Ramos, formerly the chief engineer of the province of Matanzas.

The duration of the work is calculated at two and a half years.

On Sunday, July 13, 1911, a special train conveyed President José Miguel Gomez, the members of his cabinet, the governors of Havana and Matanzas provinces, and other high dignitaries, to the town of Máximo Gomez and thence to the point where the vast engineering work of canalization of the Roque district had its beginning. Before an assemblage of about three thousand spectators the president mounted the platform of the enormous "Bucyrus" excavator and, after a short talk with Erecting Engineer John T. McCoy, and with remarkable ease, set the ponderous machinery in movement and excavated several bucketfuls of earth. Shaking hands effusively with the contractors and their engineer, the president stated that he was more than pleased at the auspicious opening of operations and hoped that the work would continue with the speed the exigencies of the case demanded.

### Purpose of the Canal.

The purpose of this canal is to prevent the continuous floods which yearly spread devastation throughout the rich Roque valley. Each year these floods cover an increased acreage ruining all growing crops oftentimes resulting in the loss of human life and always in the loss of much live stock. By the building of the canal thousands of acres of rich cane land will be reclaimed.

The canal will have its beginning at Caracas and find its outlet at a point near the city of Cardenas.



CONCRETE BRIDGE OVER THE ALMENDARES RIVER.

be carefully computed as well as the loads which each member sustained.

This great piece of work was designed by Wm. Barclay Parsons of New York city, one of the leading civil engineers of the present time, who has been identified with many of the great engineering works of our hemisphere and also in the Far East.

The work was under the direction of Sr. Francisco Franquiz, director of public work of the province of

Thos. Throp Allard, has been connected with many of the large engineering works in the United States, including the Metropolitan Water Supply system, and the Metropolitan Sewerage system in Massachusetts, the Boston Elevated railroad and various other engineering works in the east and in the west. He was for several years in charge of construction work in the United States War Department. He is a member

brought to completion. Experts pronounce it to be among the finest as to design and quality of execution.

### The Roque Canal.

Bids were opened on March 3 and the contract was awarded to the firm of Champion & Pascual on April 10, 1911. The award was made by the secretary of public works, and signed by the president of the Republic. The proposal of Champion & Pascual was for \$1,629,724.76.



## TOBACCO IN CUBA.

### Rise of Vuelta Abajo—Development of Cuba's Second Important Industry.

Cuba produces the best tobacco the world knows. The best of the Island's entire crop is grown in Pinar del Rio, the western province of the republic. The cream of that province's production originates within the narrow confines of the genuine Vuelta Abajo district, which is the region lying between Consolacion del Sur and the sea, on the north, west and south. If fine distinction may be drawn between the finest, the very best of this best tobacco is that produced in the lowlands, south of the Organo Mountains, in the vicinities of San Luis, San Juan y Martinez and Remates.

Tobacco culture in this Island did not make its beginning in Pinar del Rio. Cuba was supplying Europe with tobacco considered superior to that of the mainlands of the Americas, grown in the east and center of this country, and all about Havana, long before the territory which is now Pinar del Rio had a name, to say nothing of a government, or any legitimate agriculture or commerce of its own.

#### Beginning of Tobacco Industry.

Before the commencement of the 17th century, wherever the veguero (grower) was able to wrest half a chance from adverse conditions and neighbors, mostly stockmen, entirely inimical to him, the little patches of cultivated ground which were his vegas (fields) had made their appearance along the banks of the rivers Guanabo and Canasi on the north, and those of the Arimao, Caracucey and Agabama on the south side of the island. Towns grew up where he prospered. His fields surrounded Havana, to the exclusion of other crops. By the middle of the 17th century tobacco culture was the principal business of the country people of Cuba, even in those parts whence sugar cane has driven it since. Yet none of the leaf finding its way to the storerooms of the Council of the Indies in Seville, came from Pinar del Rio.

Before the end of the 17th century, however, some few growers had taken up more or less permanent habitation in the far west. What is a sep-

arate province now was at the time a nominal part of Havana's jurisdiction, but only corsairs knew its coasts, and few save runaway slaves and fugitive Indians traveled its plains, or penetrated the highlands of its northern coast.

Those western mountaineers fought for the bare privilege of growing their crops. They were at war with the vested rights of cattlemen who held title to the west country.

pelled by law to allow it, they refused to permit the tobacco-grower to cut fence posts on their land, at the same time letting their stock range the neighborhood, and, incidentally, trample the tobacco plants down. If the veguero resented this and killed the cattle, he was liable to the law or to the even more summary judgment of the owners. Vegueros considered, moreover, that the stock raising proprietors were bound to allow them the

proprietors might grant everything asked of them in the way of land for seedbeds and tobacco fields, but charge the grower a prohibitive rent for other land on which his bohio (shack) and the truck garden where he raised his foodstuffs stood, thus making existence impossible for him.

For his part, the veguero retaliated as best he could. His very name was synonymous with thief; he plundered his neighbor's chicken coop, caught

pirates, and the smugglers who succeeded them, all alike, represented to the tobacco grower a welcome and profitable market.

Foreign vessels, and vessels which flew no flag of any nation, were frequent visitors to western ports. The veguero, far from taking shelter in towns (of which there were next to none), thereby inviting the violence of raids went down to the harbor to greet the visitors and in all friendliness to deliver to them for merchandise, or cash, tobacco which, reaching Europe, roused the admiration of connoisseurs at courts.

#### Regardless of Law.

Incidentally, it may be surmised that this disposition of the western product aroused also the indignation of the Spanish monarch whose trade laws were so effectively violated; but Spain had as yet no force in the district, since become the Province of Pinar del Rio, sufficient to prevent traffic between vegueros and "foreign pirates." Therefore it continued. In other parts of the island tobacco culture was controlled—encouraged now by a ruling in favor of the grower, hampered next by a restriction laid on the sale of what he produced under that very encouragement. In the west, however, cut off as the region was by lack of communication with Havana, the veguero grew tobacco as he could and sold it where a market offered, in the capital or elsewhere, all with a fine disregard for trade restrictions with which the Spanish exchequer, endeavoring to wring revenue from it, almost choked to death the tobacco business elsewhere in Cuba.

#### Calls for Quality.

Between 1765 and 1768, 566,566 arrobas of tobacco, all grades and prices, were exported to Seville. During the next three years plantings and shipments alike increased, but there was yet no proper classification of qualities—good, bad and indifferent tobacco in a heap was dumped into the Sevillian factory, quantity being as yet the sole object of the state officials. At this time government monopoly of tobacco was enforced to its full limit. All legitimate sale was to the Spanish government.

Then, for the first time, the government authorities began to consider quality in this merchandise.



EDIFICE OF SYLVESTER & STERN, GROWERS, PACKERS AND EXPORTERS OF LEAF TOBACCO.

#### Veguero Versus Cattlemen.

These proprietors owned land granted to them in tremendous circles, the centers only of which were known; the circumferences were undetermined. Being unable to prove definitely what was theirs the cattlemen in question laid claim to everything in sight. Sometimes they permitted vegueros to cultivate the banks of streams through their ranches; sometimes they declined to do so, or, being later com-

use of convenient parcels of ground for the sowing and cultivation of seedlings; the cattlemen held that it was their option whether they should concede the favor or not. Sometimes they generously allowed the use of lands for seedbeds, but saw to it that the small tracts so ceded were at such distances from the other tract on which they permitted the veguero to make his home that he could not properly attend to them at night. Again

his hogs as they wandered in the woods, and slaughtered fat calves no matter who their owner might be, whenever he needed meat.

#### Friends With Pirates.

At war with constituted authority and his neighbors who appealed to it to oppress him, on land, the western veguero was friendly with every floating representative of lawlessness on the high seas. Spain's enemies, bent on rifling her colonial possessions,



**THE HARRIS BROS. CO.**

Example of What Can Be Done by  
Use of Up to Date Methods of  
Dealings in Cuba.

In January, 1899, Mr. Thomas H. Harris, the president of the present firm of Harris Bros. Co., arrived in Havana and opened a small store at O'Reilly 110, under the name of Harris Bros. & Co., in which his two brothers and himself were the active partners.

They commenced their business career in Cuba as agents of the Remington typewriter, Columbia bicycle, and several other well known specialties. The basic ideas which controlled them when they began business in Cuba was, one price, no misrepresentations of values or goods, and giving the customer a square deal. These principles, it is true, were then and are now cornerstones of all successful business in the United States, but at that time they had gained very little credence in Cuba and other Latin-American countries, and the buying public were accustomed to long bargaining and discounting to a large degree the claims made by the merchants.

The success of the firm in their various lines was immediate, and from a modest store occupying 30x40 feet, it has grown into three stores, the largest being almost a block in length.

The original lines of typewriters, stationery, bicycles, etc., have been greatly extended, so that at the present time they include besides those mentioned—with the exception of bicycles—the following: Cash registers, photographic supplies, optical service and supplies, calcium carbide, gas and acetylene fixtures, office furniture, etc. They are the exclusive agents or representatives of the following well known companies:

National Cash Register Company.  
Union Carbide Company.  
Eastman Kodak Company.  
Bausch & Lomb Optical Company.  
L. C. Smith & Bros. Typewriter Co.  
Adder Machine Company.  
The Gunn Furniture Company.  
A. G. Spalding & Bros.  
American Fountain Pen Company.  
Yawman & Erbe Pen Company.  
In November, 1903, it was deemed

expedient, in view of the growing operations of the company, to incorporate the business under the laws of the state of New Jersey, under the name of "Harris Bros. Co."

In 1906 the well known photographic and optical business of Lychenheim & Company, of which Mr. Jacob Lychenheim was the active head, was absorbed by the company. Mr. Lychenheim entered the firm as one of the managers and member of the Board of Directors. The Board of Directors of the company consists of Mr. T. H. Harris, president; Mr. I. L. Harris, vice president; Mr. E. G. Harris, treasurer; Mr. W. F. Champlin, secretary, and Mr. Jacob Lychenheim.

In May, 1908, the firm obtained through purchase a concession for the filling of a small area of land bordering on the Bay of Havana at the point known as Atares, situated at the base of Atares Castle.

Recognizing the imperative need of the commerce of Havana for improved methods and space in handling the immense tonnage of the port of Havana, the firm realized that the value of the concession would be greatly strengthened by a large extension of its holdings contiguous to the original concession. With this idea in view they went quietly to work purchasing the swampy lands in the rear of the property until the original grant of some 12,000 meters was increased to 135,000 meters, or about thirteen city blocks.

To effectively handle and finance the new business of the firm another corporation was formed under the laws of Delaware, and known as "The Atares Wharf & Warehouse Company," with a capital of \$2,000,000, and a bonded indebtedness of \$500,000.

About six months ago active operations began in building the bulkheads and filling in the lands by means of a powerful dredge, through which operation two objects were accomplished—the deepening of the channel in front of the property to a depth of 25 feet and the disposal of the dredged material to fill in the marshy lands.

The company will build warehouses and lease parcels of land so that it will be possible for the importer of bulky material to handle this business at a greatly decreased cost compared to what he has been accustomed

to pay in the past. Owing to its favorable location there is every reason to believe that the company will play a very important factor in the commerce of Havana.

One of the features of the business of the Harris Bros. Co. that has appealed strongly to the tourist and visitor is their finishing department, which takes care of the developing and printing of the amateur's pictures. A large percentage of the many visitors to Cuba have cameras, and the picturesque country with its different life and customs, appeals strongly to the amateur photographer who wishes to see the results of his work as quickly as possible. A large and efficient organization makes it possible to deliver all work the day following its receipt, and when necessary the same day. Most important of all, the quality of the work is up to the highest standard which obtains in the United States.

To those who come unprovided with cameras they rent cameras at a very moderate rate, so that the picture-loving visitor is fully provided for in this regard.

Postal cards in artistic coloring and a widely varied and interesting line of souvenirs completes the line appealing to the tourist.

One other department of a more utilitarian value that interests the newcomer who wears glasses is their optical department. This is in charge of an expert American optician, who with the help of a well equipped shop and competent workmen, can prescribe or replace any lense no matter how difficult or complicated it may be. This service, together with a complete line of sun glasses, goggles and other optical goods provides fully for the stranger in a strange land.

The firm makes a specialty of office supplies and furniture and can equip an office completely with the best grade of desks, filing devices and stationery at a moment's notice. One of the buildings is entirely devoted to the display of office furniture and a large warehouse holds a sufficient supply to rapidly fill the requirements of their customers.

Cuba's undeveloped resources are great.

You will enjoy a visit to Cuba.

**WOMEN'S PRISON.**

Is Place From Which Evangelina Cisneros Escaped With Help of American Newspaper Man.

On Compostela street, between Fundicion and O'Farrel streets, is the Casa de Rocogidas, the women's prison, which is associated with the Evangelina Cisneros incident of the Weyler regime. Her father had been in prison for many years. Learning that his health was breaking down, Miss Cisneros vainly besought the governor of the prison to secure his release. She was repulsed, and afterwards, on a charge of carrying letters

to the rebels, was arrested and thrown into this prison. Miss Cisneros contrived to communicate her case to Mrs. Fitzhugh Lee, wife of the American Consul, who made known her story in the United States. Carl Decker, a reporter of the New York Journal, was commissioned by Mr. W. R. Hearst to undertake her rescue, and came to Havana for that purpose. Miss Cisneros drugged her keeper and companions with candy, and made her escape through an upper window and over the roofs to the street, where she was received by Mr. Decker, who smuggled her aboard an American ship and took her to New York.



HARRIS BROS CO., O'REILLY STREET.



**HERRERA STEAMSHIP CO.**

Runs Along North Coast of Cuba and  
to Ports of Porto Rico and  
Santo Domingo.

The Herrera Steamship Line is the most important line of the island of Cuba. It has a large fleet of steamers and does an immense freight and passenger business between the principal ports of Cuba and those of Porto Rico and Santo Domingo.

A coastwise trip by one of these steamers is one of the most pleasant features of a visit to Cuba. There are regular weekly sailings from Havana along the north coast. Stops are made at the principal ports. Sufficient time is allowed tourists to disembark and make a short visit of from one to several hours in each town.

The Cuban ports touched are Nuevitas, Puerto Padre, Gibara, Banes, Mayari, Vita, Sama, Sagua de Tanamo, Baracoa, Guantanamo, Santiago de Cuba. The ports visited in the Republic of Santo Domingo are: Santo Domingo and San Pedro de Macores. In Porto Rico these steamers touch San Juan, Mayaguez and Ponce.

Until recent years, since the building of a through railroad from Santiago de Cuba to Havana, the only way Cubans from Eastern Cuba could reach Havana was by steamer and for this reason the Herrera Line placed steamers with special accommodations for passengers, and crews especially trained for such service. The Line has continued this valuable service and the passenger is assured of the best attention and a menu that will make him regret when the voyage is over.

The fleet is composed of the following steamers: "Julia," "Havana," "Santiago de Cuba," "Gibara," "Nuevitas," "San Juan," "Cosme de Herrera" and "Aviles."

**ESPADA CEMETERY.**

Espada cemetery, formerly located behind San Lazaro hospital, on the Vedado street car line, has ceased to exist. The dead have been removed to Colon, and not long ago its outer walls and dove-cotted tiers of tombs were demolished preparatory to using the ground for other purposes.



STEAMERS OF THE HERRERA STEAMSHIP LINE AT DOCKS IN HAVANA.

### **CAPTAIN E. P. MAHONY, SOLDIER-CONTRACTOR**

One American Who Cast His Lot With  
the Cuban Insurgents and Has  
Made Good.

Among the successful Americans in Cuba there is no one whose career is more picturesque and intensely interesting than that of Captain Edward P. Mahony, one of the island's largest contractors.

Mahony came to Cuba fifteen years ago. Filled with the combative spirit compatible with his six feet and some odd inches of vigorous young manhood, he became deeply interested in the cause of Cuban liberty. He enlisted as a private with the Cuban insurgents. Mahony's kind are not kept down long and it was but a short time before he was climbing in the ranks of the Cubans fighting against Spain. He rose steadily through the non-commissioned ranks until he became a lieutenant and was assigned to the staff of the most reckless of all Cuban generals, Antonio Maceo.

Mahony, as he is a man of action today in the business world, so was he a man of action in the insurgent army. He had many opportunities to display his prowess and his bravery with Maceo. He was with the general in his famous break through what the Spaniards thought was their impassable

rotcha. It was by the merest chance that he was not with Maceo when he and his staff were ambushed and slain on their return to the Trocha after having spread terror throughout the western part of Havana province.

For bravery in action Lieutenant Mahony was promoted to captain and assigned to the staff of the recently deceased General Rafael de Cardenas. This force of insurgents held forth in Havana province. The world was being informed by Spain that the province of Havana was pacified, that the spirit of the revolution was crushed to rise no more. General Cardenas heard of the boast and just to show to the war correspondents in Havana that even this city was in danger of attack, he massed his forces and one day made an attack on Guanabacoa, the little city of 10,000 inhabitants on the many Spanish officials and was there other side of Havana bay. Guanabacoa was at that time the residence of more heavily guarded. General Cardenas had no intention of capturing the city, but simply to make a demonstration that would convince the world that large that the spirit of insurrection was far from being dead in Havana province. He succeeded beyond his hopes, because he threw the Spanish army in a panic, shot up the town and got away again and the world knew the next day that the insurgents were knocking at the very door of Cuba's

capital. Mahony's account of this engagement is worth a trip to Cuba to hear.

The Cuban insurrectionary government sent Mahony to the Western States to raise money for their cause. He was successful in his endeavor just as he was successful in the field. He raised large sums by lectures and subscriptions for the Cuban junta in New York and as a result of his efforts in this line many arms, much ammunition and medicinal supplies were purchased for the insurgents struggling in the field against the dominion of Spain.

When the war closed Mahony was made a street commissioner under the government of General Wood, and later was in the customs service. With the installation of the new Republic of Cuba, and in recognition of his services to the Cuban cause, he was appointed inspector of immigration, which place he resigned to accept a position as port captain of the Southern Pacific. Afterwards Mahony became superintendent of construction for the Havana Central Railroad.

As was to be expected of a man of the ability and energy of Mahony, he could not forever be content to be working for some one else. Sooner or later he must branch out for himself. Mahony graduated from the Havana Central as a full fledged contractor. Instead of acting as superintendent for

some one else who got the contracts he began getting contracts of his own and today his contracts amount to considerably more than a million dollars.

Among the contracts obtained by Captain Mahony is the hauling of millions of square meters of asphalt paving blocks. He has also the sub-contract for curbing and paving the city of Havana. He has completed the contract of building 71 kilometers of macadam highway in the far west of Pinar del Rio, and has recently been awarded the contract of building the road that will connect Guane with the coast. He built the Columbia-Gerona highway in the Isle of Pines, also the road from the town of Guane to its railroad station. In Camaguey he constructed a road from the town of Florida (a station on the Cuba Railroad) to San Gerónimo, and has completed the Bayamo-Manzanillo highway in Santiago province. The latter road was part macadam and part gravel and was one of the most difficult pieces of road building ever completed in Cuba and is justly considered by Captain Mahony as one of the best of his triumphs during his six years' as a contractor.

An idea of the magnitude of Captain Mahony's present work may be had when it is stated that he has now on his pay roll over 1,200 men whose pay range from one dollar to five dollars a day.



**HUSTON COMPANIES.**

**A Combination of Business Enterprises Greatly Influential in Building up Cuba.**

No combination of business enterprises has been so influential in the upbuilding of the island of Cuba as the Huston Companies. The parent company was The T. L. Huston Contracting Company, founded soon after the close of the first intervention.

Among the affiliated companies are: The Huston Concrete Company and the Huston-Trumbo Dredging Company. All are incorporated under the laws of Cuba. The contracts of these companies amount to many millions of dollars.

This company has recently secured the large contract for dredging the ports of Cuba from the Compañía de los Puertos de Cuba, who were recently granted the concession by the Cuban government. There are at present working in the harbor of Havana four dredges of approved type which are removing mud, clay and rock at the rate of 400,000 cubic meters per month. They also have the contract for the removing of some 260 abandoned wrecks which have accumulated during the past 400 years. They are about to start work on seven miles of concrete and pile bulkheads, which when completed will give Havana as good docking facilities as any city in the world. Large ships will be able to easily dock at any point in the harbor.

Two dredges are at present working in Santiago de Cuba, excavating mud and clay and in a short time work on bulkheads and dock frontage will be begun. Extensive studies are being made in all other ports of the island, and as soon as these have been completed and approved by the board of ports, work will likewise be started as in Havana and Santiago.

Among the Huston Contracting Company's fixed plants, one of the most important is the Camoa quarry, on the Havana Central Railway at Jamaica, about eighteen miles from Havana. This quarry has an inexhaustible supply of the best stone on the island and is equipped with a crusher plant of the most modern machinery. This crusher plant is capable of turning out 1,100 cubic meters of crushed stone daily and is not only

by far the largest plant of its kind on the island but probably the largest south of the United States on the western continent.

**Building Department.**

Another important branch of the T. L. Huston Contracting Company's many industries, is its building department. Among the monuments to its handiwork are to be numbered such buildings as the power house of the Havana Central railway near Lu-

and A streets in the Vedado, which, with its graceful tower and classic portals, becomes easily one of the showhouses of the pretty suburb of the Cuban capital.

The pretty residence of Pelayo Garcia at Fifteenth and J streets, is a model of neatness and presents a home-like effect obtainable in classic style of architecture.

**Engineering Department.**

The construction of the immense

tain ledges. The company also constructed a canal ten miles long near Guayama, P. R.

All these are a part of an extensive system of irrigation which the government is installing in Porto Rico, and in the construction of which the Huston Contracting Company is playing an important part.

**Huston Concrete Company.**

The latest plant installed by this company is the Concha pipe yard of

vana sewers. In this factory the best systems known to the art of pipe-making are being employed.

**Huston-Trumbo Dredging Company.**

A difficult piece of construction of magnitude which the government has entrusted to the Huston-Trumbo Dredging Company is the dredging of the harbor at Isabella de Sagua, on the north coast in the province of Santa Clara. At present this port can accommodate only the smaller coasting vessels and the major portion of the vast amount of sugar which is raised in this section of the island has to be shipped by rail to Havana or Cienfuegos and thence around the entire island.

President Gomez, himself a native son and one-time governor of Santa Clara, has long since seen the advantages which a good harbor at Isabella de Sagua would afford to the cane-growers, merchants and various industries of that province, and it is largely through his efforts that this wisely planned project will in another year become an actual fact and a source of prosperity for his people.

This great undertaking represents the movement of more than three million cubic meters of hydraulic excavation, a large part of which is rock and will call into play some ingenious methods in submarine blasting. Dredges have been continually on this work since June 1, 1910.

The new hydraulic dredge Norman H. Davis has recently joined the forces at Isabella de Sagua and at present is removing mud and clay from the channel at the rate of 20,000 cubic meters per day and depositing it back of bulkheads constructed for the reclamation of about 1,000,000 square meters of valuable land.

The Huston Company's huge hydraulic dredge, the Norman H. Davis, was especially designed and built for this contract, and is the latest in hydraulic excavating machinery. It is the second largest dredge of this type in existence and its capacity is 25,000 cubic meters of solid excavation daily.

The production of matches in Cuba amounts to 400,000 gross boxes per month.

Original paintings by the old masters are sometimes picked up in Havana junk shops.



**NORTH EXCAVATION ON WESTERN RAILWAY BY T. L. HUSTON CONTRACTING COMPANY.**

yano and the shops and car barns of the Havana Electric Street railway, these being spacious, reinforced concrete structures of the most modern style.

Many handsome homes in the Vedado are the handiwork of this department. Among these latter is the beautiful home of Dr. Damoso T. Laine at Twenty-first street, Vedado. Another instance is the residence of Sr. Ruiz de Carvajal at Seventeenth

dock for Harris Brothers, some 500 meters across the lower end of the Havana bay, is among the latest big undertakings completed by this department.

The general efficiency of the T. L. Huston Contracting Company has brought much foreign business. At the present time it is working on an immense contract in Porto Rico for the construction of two tunnels which are being bored through huge moun-

tain ledges. The company also constructed a canal ten miles long near Guayama, P. R.

The Huston Concrete Company has the contract to furnish the concrete pipe for the sewers of Havana now under construction and their factory was built especially for the manufacture of this pipe. Altogether more than 66 miles of pipe ranging from eight inches to 34 inches will be turned out by this plant for the Ha-



## THE SUGAR INDUSTRY OF THE ISLAND OF CUBA

By Benigno Diago.

In order properly to understand the present status of the sugar industry in Cuba, it will be necessary not only to study the industry as it exists today but also the production of sugar in Cuba in relation to the world's production and consumption, and especially to the production and consumption of the United States, which is Cuba's chief and natural market.

In studying the Cuban sugar industry itself, it will be sufficient to detail only the period from the close of the Spanish-American War up to the present time.

The periods preceding the Spanish-American War showed a gradual transformation from the existence of many small plantations and mills with crude methods of manufacture, to fewer and larger mills with more modern methods.

As early as 1850 Cuba produced 223,143 tons of sugar and from then until 1893-4 there was a steady increase, when the production reached the figure of 1,054,214 tons.

The revolution of 1895-8 resulted in tremendous destruction of property and the consequent curtailment of sugar productions, from which the island has but lately recovered. In 1894-5, the year previous to the revolution, Cuba produced 1,040,000 tons of sugar; in 1896-7, 219,500 tons; 1897-8, 314,000 tons; and in 1898-9, 345,261 tons, which year marked the close of the Spanish rule and the beginning of a new era.

At the close of the Spanish-American War all the sugar estates in the island had suffered great damage and loss due to the destruction of property (in many cases complete), and to their inability to operate during the revolution of the three preceding years. The owners had all suffered heavy financial loss and were confronted by conditions which made it difficult for them to obtain money to rebuild their plants, and even where money could be obtained it was at usurious rates.

During the eleven years elapsed since the Spanish-American War, the

production of the island has grown from 345,261 tons in 1898-9 to 1,513,582 tons in 1908-9 the largest crop of sugar Cuba had ever produced to that date. In 1909-10 the production was 1,804,349 tons.

While several new mills have been built with new capital, the main increase has come, however, from the

Crop Year.	Tons Produced.	High Price.	Low Price.	Average.
1898-1899.....	345,261	3.065	2.565	2.734
1899-1900.....	308,543	3.315	2.565	2.881
1900-1901.....	635,856	2.687	1.97	2.362
1901-1902.....	850,181	2.31	1.565	1.857
1902-1903.....	998,878	2.225	1.815	2.035
1903-1904.....	1,040,228	3.50	1.97	2.626
1904-1905.....	1,163,258	3.875	2.06	2.918
1905-1906.....	1,178,749	2.73	2.00	2.316
1906-1907.....	1,427,673	2.59	2.03	2.393
1907-1908.....	961,958	3.125	2.31	2.713
1908-1909.....	1,513,582	2.78	2.25	....
1909-1910.....	1,804,349	....	....	....

Note—The average price for the ten years 1899-1908 is 2.4838 cents.

From the foregoing table it will be seen that since the close of the Spanish-American War there has been a rapid and steady increase in the production of sugar in Cuba, with the exception of the year 1907-1908, when a large decrease over the previous year was shown (due to severe drought and conditions arising from the result of the revolution in the summer

rebuilding of the old mills which in most cases has been gradual and as the profits derived from the crops themselves allowed.

Following is a table showing the production of sugar in Cuba from 1898 to date, with high, low and average prices cost and freight for each year:

of 1906 and the hurricane in the fall of the same year), and that the price of the sugar has shown little tendency to decline with the increase in production.

In connection with Cuba's production, the following table showing the world's production of sugar for the last ten years (from both beet and cane) will be of value:

Cane Sugar Crop.					
Country.	1908-9	1907-8	1906-7	1905-4	1904-5
United States .....	1,080,000	1,012,288	845,871	938,225	875,576
Cuba .....	1,513,582	961,958	1,427,673	1,178,749	1,163,258
British West Indies .....	103,500	100,058	116,552	142,842	104,600
French West Indies .....	74,000	73,443	75,724	78,231	65,986
Danish West Indies .....	14,000	13,000	13,000	13,000	11,000
Haiti and San Domingo ..	60,000	50,000	60,000	55,090	47,000
Lesser Antillas (not named)	12,000	11,000	13,000	13,000	13,000
Mexico .....	120,000	115,000	119,000	107,529	115,000
Central America .....	21,000	19,000	19,747	18,516	23,000
South America .....	722,000	555,182	607,621	700,001	588,828
British India .....	1,950,000	2,051,900	2,205,300	1,725,500	30,000
Siam and Java.....	1,190,000	1,156,447	1,011,546	990,994	1,008,900
Formosa-Japan .....	80,000	68,450	81,448	64,190	.....
Philippine Islands .....	150,000	150,000	145,500	145,525	100,000
Australia and Polinesia...	235,000	280,725	249,000	230,000	223,688
Africa .....	292,000	280,000	326,825	317,967	232,101
Europe .....	22,000	11,000	16,400	15,722	28,000
Total cane sugar crops...	7,375,500	6,909,481	7,334,207	6,735,081	4,629,937
European beet sugar crop..	6,470,000	6,532,000	6,710,808	6,933,649	4,712,976
U. S. beet sugar crop.....	390,000	440,200	433,010	283,717	209,722
Total cane and beet sugar.	14,235,500	13,881,681	14,378,025	13,952,447	9,552,635

### Cane Sugar Crop.

Country.	1903-4	1902-3	1901-2	1900-1	1899-0
United States .....	692,903	776,062	712,509	671,461	440,685
Cuba .....	1,040,228	998,878	850,181	635,856	308,543
British West Indies .....	135,394	119,951	143,000	156,500	136,000
French West Indies .....	59,912	67,035	75,938	78,702	70,000
Danish West Indies .....	13,000	13,000	13,000	13,000	12,020
Haiti and Santo Domingo...	47,000	45,000	45,000	45,000	45,000
Lesser Antillas (not named)	13,000	12,000	8,000	8,000	8,000
Mexico .....	107,547	112,679	100,000	95,000	78,000
Central America .....	21,450	23,500	19,000	19,000	22,000
South America .....	616,177	595,116	715,948	632,811	611,967
British India .....	15,000	15,000	15,000	15,000	10,000
Siam .....	.....	.....	7,000	7,000	7,000
Java .....	885,561	842,812	767,130	709,928	721,993
Formosa-Japan .....	.....	.....	.....	.....	2,000
Philippine Islands .....	84,000	90,000	78,637	55,400	62,785
Australia and Polinesia ...	163,328	133,126	169,858	144,554	170,570
Africa .....	321,706	277,473	279,028	305,147	290,525
Europe .....	28,000	28,000	28,000	28,000	33,215
Total cane sugar crops....	4,244,206	4,149,632	4,027,229	3,620,359	3,030,303
European beet sugar crop..	5,881,333	5,561,257	6,848,038	6,046,518	5,518,048
U. S. beet sugar crop....	208,135	195,463	163,126	76,859	72,944
Total cane and beet sugar.	10,333,674	9,906,352	11,038,393	9,743,736	8,621,295

Note—The large increase in the grand total for 1905-6 over that for 1904-5 is due to the including of the total production of British India and Formosa-Japan. In previous years the amount exported only was calculated. The total production of these countries is now consumed at home and no exports are made.

The study of the foregoing table will show that during the last ten years the world's production of sugar has increased about 3,600,000 tons or, from approximately 10,650,000 tons (making due allowance for the total production of British India, Formosa and Japan as per above table) to 14,235,500 tons, the crop estimated for the year 1908-9, or about 30 per cent; an average of over 3 per cent increase a year for the last ten years. Of this increase, 2,300,000 tons has been in cane sugar and 1,300,000 tons in beet sugar. Thus it can be seen that the increase in cane sugar has nearly doubled that in beet sugar. It is also noticeable that Cuba has afforded nearly one-half of the world's increase in cane sugar during the period above referred to.

A further study of the table will show that during the last ten years, aside from Cuba's increase of about 1,000,000 tons, the principal increase in cane sugar production has been solely in the following countries:

United States about....600,000 tons.  
Java about .....470,000 tons.  
Philippine Islands about..100,000 tons

The other cane producing countries, while some show gains and others losses, afford no instance of any steady and continued increase worth mentioning.

### STREET CIGAR SELLERS.

On many street corners of Havana are to be seen men with boxes of cigars or done up in neat rolls made from yagua, a portion of the royal palm tree. They offer pure Havana cigars at attractive prices.

Many of these vendors make their cigars at night, or have their wives and children do it, while they sell them on the streets during the day.

These cigars are often very good but as a rule they can not be recommended to the visitor because they are often made in close rooms far from sanitary.



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA

Copyrighted by The American Photo Co., Havana, Cuba.

The Maine as She Appears Just Before Cutting Away of the Wreckage



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA.

Showing the Wreck Inside of the Cofferdam. Water Pumped Out to the 18-Foot Level

Copyrighted by The American Photo Co., Havana, Cuba.



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



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Inside of Cofferdam Showing First Unwatering of Battleship Maine



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA

Copyrighted by The American Photo Co., Havana, Cuba.

View Starboard Side at 10-Foot Water Level Showing Main Deck Inverted and Wreckage at Bow



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA.

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The Last Decoration of Maine by Spanish War Veterans and Daughters of the American Revolution, February 15, 1911



THE WRECK OF THE BATTLESHIP MAINE IN HAVANA HARBOR



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA.

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Pumping Clay From Harbor Bottom, Filling Caissons Around Wreck of Maine, by Huston-Trumbo Dredging Company



HUSTON CONCRETE COMPANY, HAVANA, CUBA



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The American Photo Co., Havana, Cuba.

The Largest Cement Pipe Works in the World  
Showing Pipe Made Especially for Havana's Sewerage System.



CHAPARRA SUGAR MILL, CHAPARRA, ORIENTE, CUBA



TOURIST EDITION HAVANA DAILY POST, HAVANA, CUBA

Photograph by Mr. J. Diaz, Chaparra, Oriente, Cuba.

The Largest Sugar Estate Operating in the World

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Mr. G. Brosseau, Secretary General of the Foreign Section, presented and read the report and analytical examination No. 352, as well as the result of the test of the products, and in consequence thereof it was agreed to award a Diploma of GRAND PRIX to Mr. E. Aldabó for the superiority of his liquors.

The President stated that amongst the samples of food products and particularly those of liquors which were exhibited in the pure food exposition, Mr. E. Aldabó's liquors deserved special mention.

Mr. Aldabó had sent a sample of rum to the Testing Commission and it was acknowledged to be a superior product in every respect.

The certificate of analysis declares that Mr. E. Aldabó's product is absolutely pure.

Likewise his other cordials such as "Triple Sec" and "Bombón-Crema" cocoa basis as well as the anisette and pineapple wine.

The "Triple Sec" is of an exceedingly fine manufacture, and as with all of Mr. Aldabó's liquors, the raw material is of extra quality. It is a liquor of exquisite taste as well as an excellent tonic. We take great pleasure in congratulating Mr. E. Aldabó for the superior quality of his products, which have deserved the highest award of the International Institute of Food.

Beside the GRAND PRIX, the International Institute of Food, has awarded to Mr. E. Aldabó, The Palmes (insignia) of the Institute by the unanimous votes and personal congratulation of the Jury.

Paris, October 5th, 1910.

(Translated from the "Journal Officiel de L'Alimentation Francaise," Volume 23rd of the 12th year, page 3.)



## ROMANTIC MANTANZAS

Is Only 54 Miles From Havana—Way From Havana Leads Through Many Sugar Plantations.

Matanzas is on the north coast 54 miles from Havana. The route is by the United Railways. A convenient way to visit the place, if only one day may be allowed, is afforded by personally conducted excursions provided by the railroad. On the way to Matanzas several large sugar plantations on the island are passed, thus affording during the zafra, or harvest, which extends from December to May, the interesting sight of cane being cut and carted to the ingenios or mills. In some regions the whole country appears to be one immense canefield stretching away beyond the sight, looking not unlike the cornfields of the Western States. The cut cane is conveyed in carts drawn by bull teams, or on freight trains which are seen on the narrow-gauge plantation railroads. There are nearly 900 miles of these private sugar plantation railroads on the island. In the long trains carrying cane, the extensive range of the mill buildings, with their smoking chimneys, the sugar-laden atmosphere, and the general air of activity, some hint is given of the magnitude of the sugar industry.

The short rail journey is replete with scenery that is novel and fascinating to the tourists from the North. The peculiar richness of the native red soil—

which is the most productive in the world—may be appreciated from the car window, and one ceases to doubt how it is possible to gather two and three crops of corn a year and a practically perpetual crop of cane without replanting, and without the use of an ounce of fertilizer. Countless thousands of royal palms are seen on either side—now in stately avenues, indicat-

ing existing or ancient boundaries or entrances to the country homes of rich planters and others; again, scattered about promiscuously on hill-top and in hollow. It is everywhere a conspicuous and characteristic object of the landscape, presenting itself in new groupings and settings in an ever-changing picture of which it is the central feature. It is seen in all

bor are the Maya Point light on the east (a fixed white light visible thirteen miles), and Sabanillo Point on the west; further in on the same side is Gordo Point, and beyond that is the pilot station; opposite is the mouth of the Canimar River, with Morillo Castle; then on the eastern shore is seen San Severino Castle, and complementing this across the bay is

water's edge to a height of 100 feet. Still higher beyond the town rises the verdant hill called the Cumbre, with the Church of Montserrate near the summit. The city comprises three parts, the old town in the center lying between the Yumuri and San Juan rivers; Versailles on the north across the Yumuri; and Pueblo Nuevo beyond the San Juan river on the north.

week by the Firemen's Band. The Plaza was the scene of public executions, and it was here that the Cuban poet, Gabriel de la Concepcion Valdes ("Placido") met his death. Just off the Plaza on the Calle de la Constitucion is the Parochial Church of San Carlos.

The summit of the Cumbre (Hill) is reached by a carriage road, which leads to the hermitage of Monserrate and to the bluff overlooking the Yumuri Valley. The prospect over this immense basin, with the river winding through the parti-colored fields of cane and other vegetation and royal palms, singly and in clumps and clusters, dotting the whole expanse of the levels and slopes and summits of the encircling hills, is the most beautiful in Cuba, and one of the most famous in the world. The Yumuri has times and moods; one should see it in the early morning or at sunset, when the blending tints are soft and delicate. The Cumbre view to the east overlooks the town with its bright colored houses, the harbor and the broad expanse of the sea, with the shore-line seen stretching away in a series of crescents marked by the white surf breaking on the sand.

The hermitage of Monserrate was built in 1870 by Cuban residents who were natives of Catalonia and the Balearic Islands and their descendants. It contains a shrine fashioned from cork brought from Spain, representing the shrine in the Monastery of Monserrate, the sacred mountain of the Catalans, which rises from the

plateau of Cataluna. The Spanish monastery was built in 880 to enshrine La Santa Imagen, a small wooden figure of the Virgin, which the legend says was made by St. Luke and was taken to Spain by St. Peter; and before which Ignatius Loyola, founder of the Jesuit order, hung up his weapons, renounced the world, devoting himself to services of Christ and the Virg-



VIEW OF MATANZAS AND HARBOR.

its beauty in the Valley of the Yumuri.

On the approach to Matanzas by sea, the first land discerned is the celebrated Pan of Matanzas, a peak southwest of the harbor, rising 1,277 feet high in the shape of a truncated cone or loaf of bread (the Spanish word pan, meaning bread). The nearer marks at the mouth of the har-

Penas Altas Fort. The usual anchorage is off the section of the city called Versailles. The harbor is a bay five miles in length and one and one-half miles wide at the anchorage; while not landlocked, it is protected by a coral reef which lies in front of the entrance.

Matanzas is built on a slope which rises with gradual ascent from the

The Plaza de la Libertad—called also the Central Park—is very pretty with its flowers, palms and a fountain. Facing the park on the south is the State House, formerly the Governor's Palace; and on other sides are the Casino Español (Spanish Club), with highly ornate facade, the Cuban Club and the Grand Hotel Louvre. Evening concerts are given twice a



















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